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NO. 22,874

六拜禮 號一廿月八英港香

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BRITISH PRAISE FOR M. BRIAND.

NEW POLICY TO WIPE OUT OLD ENMITIES.

RHINE EVACUATION.

London, Aug. 30. Mr. Arthur Henderson left The Hague for Geneva to-day to attend the League of Nations meeting.

Speaking to a press representative before his departure, Mr. Henderson said: "Some irresponsible people have been suggesting in the past few weeks that there is likely to be a return of want of cordiality or confidence between the present Governments of Great Britain and France. Because at our conference at The Hague there has been some frank speaking, they pretend to think they can detect coldness, or even hostility, in the relations with the French delegations."

Absurd Suggestion.

"Any such suggestion is absurd. If Europe survives the crisis which the World War has left behind, it will be in great measure because of the courage and determination which M. Briand, the French Premier, has shown in working for a new policy that will wipe out the enmities and misunderstandings of the past, and it is certain that he will leave a name in history that will be honoured not only in France alone but by all the peoples of the world who share in the enduring peace which he will have helped to build."

"For my part, I believe what we have done at The Hague, in securing the evacuation of the Rhineland by common agreement, and the other political work which we have had to do, are only the beginning of our collaboration. I am hoping that in Geneva we may continue to work in the same good style and may, through its operation, ensure the success of the policies to which we attach so great importance."—*British Wireless.*

The British Evacuation.

London, Aug. 30. The decision of the Hague Conference respecting the evacuation of the Rhineland has been implemented by a War Office announcement that orders have been issued to the Officer Commanding the British Troops on the Rhine to commence withdrawal on September 14th, the retirement to be spread over a period of three months.—*Reuter.*

London, Aug. 30. In connection with the evacuation of British troops from the Rhine, the movement of personnel will be carried out by the existing line of communication via Ostend to Dover.—*British Wireless.*

A Protocol Signed.

The Hague, Aug. 30. Mr. Ramsay MacDonald has telegraphed congratulating Mr. Arthur Henderson on the "fine work" the results of which must speedily be seen in the pacification of Europe.

There was a picturesque scene at the meeting, this morning, at which the protocol dealing with the Commission of Conciliation was signed by the delegates of the five Locarno Powers, with a golden fountain pen, which Mr. Henderson afterwards presented to the President M. Jaspard.

General handshaking and applause followed.

The Conference will conclude its plenary session to-morrow.—*Reuter.*

SCHNEIDER CUP TRIALS.

BRITISH AIRMAN ATTAINS 350 MILES AN HOUR.

London, Aug. 30. At Calshot to-day, Flying Officer Atcherley took up the seaplane, Supermarine Rolls Royce 6, which is one of the British hopes for the Schneider trophy.

Superbly handling the machine, Atcherley is estimated to have attained a speed of 350 miles an hour.—*British Wireless.*

PACIFIC SINKING TRAGEDY.

SIXTY-FIVE FEARED DEAD IN SAN JUAN LOSS.

HUNDRED ON BOARD.

New York, Aug. 30. It is feared that the disaster to the coastwise passenger steamer "San Juan," which was sunk in a collision with a big Standard Oil Company's tanker, the s.s. S. C. T. Dodd off Pigeon Point, has been accompanied by a heavy loss of life, much more serious than was supposed from earlier reports.

The lost ship, which was on her way from San Francisco to Los Angeles, carried a crew of 45, and her passenger list totalled fifty-five.

First messages from the vicinity suggested that the s.s. S. C. T. Dodd and other vessels who rushed to the scene of the mishap had picked up the occupants of the San Juan, it being added that it was not known whether any fatalities had occurred.

It is now learned, however, that the San Juan sank rapidly after the collision, and though the greatest efforts were made by the crew of the S. C. T. Dodd and the s.s. Munam, which was quickly on the spot, only thirty-five of the persons on board were picked up.

It is believed, therefore, that sixty-five others have been drowned in the sinking.—*Reuter's American Service.*

REGULAR ATLANTIC AIR CROSSINGS.

ZEPPELIN DESIGNER'S PLANS FOR FUTURE.

Berlin, Aug. 30. Dr. Eckener, the designer and commander of the Graf Zeppelin is remaining in the United States for a fortnight, instead of piloting the dirigible to Friedrichshafen.

It is understood that one of the reasons for his stay is connected with negotiations for the formation of a German-American Aerial Company which will organise a regular Transatlantic service. It is expected that the negotiations will have been completed before he returns to Germany.

In this regard, the Hamburg-America Steamship Line is publishing the details, illustrating that they are closely co-operating with the Zeppelin Company.—*Reuter.*

QUEEN OF HOLLAND.

BIRTHDAY HONOURS LIST PUBLISHED.

The Hague, Aug. 31. The Queen's Birthday Honours List issued to-day includes the name of Sir Henri Deterding, the Director-General of the Royal Dutch Petroleum Company, who is major Grand Officer of the Order of Orange and Nassau.

The former Minister of Finance, Heer M. H. Colijn, becomes a Minister of State.—*Reuter.*

CHIANG KAI-SHEK.

NEW BODYGUARD SENT FROM NANKING.

Nanking, Aug. 30. Following the attempt on the life of Marshal Chiang Kai-shek, new guards have been sent from Nanking, to take over the duties of the twenty guards who are now in custody on suspicion that they were involved in the conspiracy.

FAIR TO SHOWERY.

The weather forecast till noon to-morrow is:—East winds, moderate; fair to showery.

His Excellency the Governor has appointed Sergeant J. H. Bottomley, to be Second Lieutenant in the Hongkong Volunteer Defence Corps.

FURTHER ATTACKS BY ARABS.

SET FIRE TO STREET IN SAFED.

BRITISH TROOPS DISPERSE THE ATTACKERS.

THREAT ON FRONTIER.

London, Aug. 30. Further threats of hostile action by the Arabs has necessitated prompt action by the Royal Air Force in Palestine.

A Colonial Office communique issued this afternoon states that considerable forces of Arabs were reported to have crossed the Syrian frontier and to be heading for Palestine this morning. Aircraft were despatched to check their progress.

The communique adds that the situation in Palestine and Transjordan continues to be quiet.—*Reuter.*

Another Arab Attack.

Jerusalem, Aug. 30. There was serious trouble at Safed last night, before military reinforcements arrived.

A body of Arabs attacked Jewish houses, with the result that five Jews were killed and 20 wounded. The attackers then set fire to the main street in the Jewish quarter, involving an oil company's store.—*Reuter.*

The Colonial office states that the outbreak at Safed last night was successfully quelled on the arrival of troops who were on their way before this disorder occurred.—*British Wireless.*

Britain's Promise.

London, Aug. 30. Earl Balfour has written to Dr. Weizmann, the President of the Jewish Agency, in the following terms:

"The events in Palestine move my indignation and disgust, but do not shake my confidence in the general policy which you and your colleagues are pursuing successfully in Palestine under the mandated system, with all its inherent difficulties."

"The British Empire, and all the Powers with which it has been closely associated, have solemnly declared their intention of again rendering Palestine a National Home for the Jewish people. That policy harmonises with the best opinion of Western civilisation throughout the world. To its fulfilment is promised the support of the British Empire. That pledge has been given. Depend upon it, it is not going to be withdrawn."—*Reuter.*

The Death Roll.

Jerusalem, Aug. 30. An official bulletin issued last night says the country is generally quiet.

The casualties up to August 29 are:—Killed—Moslems 63, Christians 4, Jews 97.—*Reuter.*

SEGOVIA COMING.

GREAT ARTIST TO APPEAR HERE SHORTLY.

Concert manager A. Strok arrived in Hongkong to-day aboard the President Jackson on his way to Manila, where he will shortly commence a long concert season with Andres Segovia, the world's greatest guitarist.

Mr. Segovia will play at the Theatre Royal on Saturday, September 7 giving only one concert. He arrives here from Europe aboard the Kamo Maru on Monday.

In an interview with this paper, Mr. Strok stated that he had been extremely gratified after many months of negotiating in engaging this unique and brilliant artist for a season in the Orient. It is expected that Segovia will be the vogue in the Far East during the forthcoming months. He is a wonderful artist and no-one should miss hearing him.

THE SINO-RUSSIAN DISPUTE.

SETTLEMENT REPORTED TO BE IN SIGHT.

JOINT DECLARATION.

Moscow, Aug. 30. With some modifications, the Soviet Government has agreed to the Chinese Government's proposal to sign a joint declaration, settling the Sino-Russian dispute over the Chinese Eastern Railway.

Shanghai, Aug. 30. The spokesman of the Nanking Foreign Office stated to-day in an interview that formal negotiations between the Chinese and Soviet Governments are likely to commence in about a week at Berlin.

It is definitely known that the Russian Government has modified their attitude towards China, and it is also learned that M. Karakhan, the Vice-Commissioner of Foreign Affairs has instructed his Charge d'Affaires at Berlin to suggest to the Chinese Minister there that the Russian Government be permitted to appoint a new General Manager of the C.E.R. promising that there shall be no propaganda in connection with the line and to withdraw the large force of Russian troops along the frontier.

The State Council has unofficially indicated willingness to accept the Russian terms, though it is emphasised that the Chinese Government will spare no effort in putting an end to Communist propaganda in Manchuria.

UNUSUAL AUCTION THIS MORNING.

AMUSING SCENES AT MESSRS. LAMBERT'S ROOMS.

There was plenty of amusement at Lambert's auction rooms this morning, when about 1,000 fancy and period dresses were offered for sale.

Our representative, who wandered into the sales room just as matters were getting under way, had visions of enterprising Chinese investing their spare cash in some of the attractive costumes on offer and appearing later on in Queen's Road as Henry VIII, one of the Pirates of Penzance, or what not else.

However, in an endeavour to get at the bottom of things, our representative heard it whispered that all the ado was explained by a decision of the local A.D.C. to make room in his wardrobe for materials for an elaborate production already in process of construction.

If that is the true explanation, we may soon hope to hear something definite as to the fate our local amateurs are to provide for the coming season.

THE DISARMAMENT QUESTION.

STATEMENT EXPECTED VERY SHORTLY.

London, Aug. 30. It was officially stated in London to-day that, following upon his visit to the Premier at mid-day yesterday, General Dawes the United States Ambassador, again saw Mr. MacDonald at ten o'clock last night.

It is understood that their conversations regarding naval disarmament have now reached such a point that it is likely that a public statement will be made next week.—*British Wireless.*

NEW MINISTER TO ATHENS.

HON. W. M. RAMSAY GETS APPOINTMENT.

London, Aug. 30. H. M. the King has approved the appointment of the Hon. Patrick William Maule Ramsay, councillor in the diplomatic service, to be Envoy Extraordinary and Minister Plenipotentiary in Athens, in succession to Sir Percy Loraine, the new commissioner to Egypt.—*British Wireless.*

FRANK WOOLLEY'S DISTINCTION.

HUNDREDTH HUNDRED IN CRICKET.

DALTON ALSO COMPLETES FINE FEAT.

THE CHAMPIONSHIP.

London, Aug. 30. Frank Woolley, the famous Kent and England left-hander, who is one of the most delightful-to-watch cricketers in England, obtained his hundredth century in first-class cricket against Middlesex at Lord's on Wednesday, when he scored 176 in his usual brilliant style.

He is the sixth player in the history of first-class cricket to secure the distinction, following worthily in the footsteps of Dr. W. G. Grace, Jack Hobbs (who has made 160), Tom Hayward, Philip Mead and Patsy Hendren.

Woolley has numerous huge scores to his credit, including 305 (not out) for England v. Tasmania, which is a record for an English team in Australia. Other big scores include 276, 217, 212, and 202.

Another Feat.

Another splendid feat completed in the past three days is credited to E. L. Dalton, another left-hander, but a South African, who by scoring 102 runs in one first innings of the match against Sussex, achieved the distinction of scoring three hundreds in succession. He made 187 and 115 (not out) in the match concluded on Tuesday against Kent.

The county championship is now practically settled. Notts and Yorkshire both won with the result that the Midlands county require only two points to wrest the championship from the North, where it has resided between Yorkshire and Lancashire since 1922.

Yorkshire can only win by defeating Sussex if Notts are defeated outright by Derbyshire at Ilkeston. Both games start to-day.

Five teams have already completed their fixtures, and the leading positions in the table are:

Team	P.	W.	L.	Pts.
Notts	27	14	2	155
Yorkshire	27	10	1	148
Lancashire	28	12	3	148
Gloucester	28	16	6	145
Sussex	27	12	6	137
Middlesex	27	12	7	130

The principal individual performances were:

Batting

Player	Runs
Woolley (Kent)	176
Berry (Leicester)	155
Watson (Lancs.)	149
E. W. Dawson (Leicester)	149
B. Mitchell (S. Africa)	124
E. F. Longridge (Somerset)	124
Iddon (Lancashire)	123
Mitchell (Yorkshire)	122
Holbs (Sussex)	115
Lilley (Notts)	115
Bradshaw (Leicester)	105
E. L. Dalton (S. Africa)	102

* Not Out.

Bowling

Player	Wickets
Goddard (Gloucester)	7 for 40
Kennedy (Hants)	6 for 58
Voece (Notts)	5 for 21
Parker (Gloucester)	5 for 38
Newman (Hants)	5 for 43
Wellard (Somerset)	5 for 45
Q. MacMillan (S. Africa)	5 for 54

DECIDED EARLY ON.

Kent's Victory Over Middlesex.

At Lord's Kent gained a splendid win over Middlesex, the match being decided early on, when thanks to a fine innings by Frank Woolley, Kent gained a first innings lead of 212 runs.

Kent took first knock and compiled 180, Frank Woolley contributing 176, his hundredth century in first class cricket.

Middlesex failed, Freeman taking 5 wickets for 77 runs, the last man being out at 183. Kent did not enforce the follow-on, but batted again, putting up 186 runs.

Middlesex went in requiring 399 runs to win and made a big effort, but they were all out after compiling 311, thus losing by 87 runs.

HUGE LEICESTER SCORE.

Surrey Bowlers Severely Trouped.

Surrey had the worst of matters against Leicester at the Oval, the (Continued on Page 14.)

Bulls and Inners

From the Office Butts.

MacWhirter thinks a little Scotch might help the flow of ideas at meetings of the proposed local branch of the English Association.

According to a contemporary, the Zeppelin was sighted over Lower California "at a height of 300 miles" on Tuesday. What splendid eyesight they must have in Los Angeles.

In order that the Zeppelin might clear the Rockies, this of vegetables were thrown overboard. Commander Eckener evidently knows his onions.

If inspiration is needed, we suggest that the newly-formed branch of the English Association hold its first meeting in the City Hall Library.

Maybe the fire at the Telephone Exchange switchboard on Tuesday was caused by heated remarks over the phone.

The increase in Hongkong's consumption of water is accounted for by the fact that, having got over their fright, people are now beginning to wash themselves.

Some day some great hero is going to set up an endurance record for minding one's own business.

People who don't pay their bills shouldn't be alarmed at threatening letters.

In the Kussing Kontest, the Harbour Master now has a one-hole lead.

What shall we give the Water Brigade? Who stepped in the breach when 'twas dry? For they were the lads who were never afraid.

They're of the stuff that stern me, are made, Surely some honour to them shall be paid, Ere they fade in the far bye and bye!

One hundred and eighty-two thousand they spent; With never a word of "old buck," What cared they though the budget went west, Into the fray they charged with zest.

Beating the spray from each manly chest, Which now must bear ribbons for luck.

Lucky the land which boasts such men; Who leapt when they heard duty's call.

Happy are we that such men were born, Let's give 'em trumpets instead of acorn.

And hereafter each shall blow his own horn, And be a lasting "big noise" . . . Aye, all!

If this Palestine business gets much worse, the next wailing will be over the high price of Jaffa oranges.

As a Kowloon flat-dweller remarked, it's an ill wind that starts a shutter.

Those rejected Hague proposals seem to have been designed to give more powers to the Four Powers.

One thing we don't need to worry about now is the dew-rat of the drought.

"Yesterday an elderly Chinese attempted suicide by cutting his own throat," says a local newspaper. This disposes of the theory that it was somebody else's.

"Some people just waste their time at the seaside," says a writer. True. Only last Sunday we saw a young man teaching his sister to swim at Repulse Bay.

The great open spaces in Kowloon will soon be occupied by houses.

The technician who pastes the wrapper round the *Telegraph* resigned last week. He couldn't stick it any longer.

"A number of young people have climbed Snowdon this year," states a Home news item. While the young plan to overcome Snowdon, the Young Plan didn't overcome Snowden.

When this English Association is formed in Hongkong we ought to look forward to lots more correspondence in the newspapers.

The Bateman cartoon has yet to be drawn depicting the consternation of the cleaning coolie who discovered a dropped "h" after a meeting of the English Association.

Auditors can't teach the ladies. They know how to keep their figures straight.

Chiffon hose is recommended for use when demonstrating the latest fire escape.

Local naturalists are excited over the number of moles seen on bare legs these days.

It is libellous to ask a Hongkong motorist if she has a coloured body.

They say the boxing rooster appearing at the Queen's Theatre to-morrow is a regular knock-out.

One of the least important parts of some motor cars is the knut that holds the wheel.

Some people are so crazy about bathing that you might describe them as dipomaniacs.

A Canton message states that wolves are increasing in Russia.

Home is where folk stay when the car is being overhauled.

A Kowloon man has been discovered who can write 30 characters on a grain of rice. We wonder where he parks his car?

"Jeff"—You must not joke about the Wailing Wall. Why not try till water anyway?

The local Angling Association has passed a vote of thanks to the Water Emergency Committee.

Weather Note:—We are now looking forward to seeing the gentleman with the fox-skins for sale.

The impression that the large black and yellow snake killed outside a Castle Peak match last Sunday, was a rattle-snake, is now attributed to the fact that the executioner absent-mindedly forgot to release his hold on the cocktail-shaker.

It does not follow that if the audience are not enthusiastic over the performing roosters, they will be given the bird.

Betty found the American tennis tournament was Nuthall to her advantage.

According to a news heading, there is a hitch at the Hague. Presumably, somebody is expected to scratch.

A Kowloon father with a large family of girls is thinking of installing a paint sprayer.

One way of silencing an egotist, according to a writer, is to become egotistical oneself. An "I" for an "I", so to speak.

Nowadays, a man doesn't know whether his wife is a blonde or a brunette until she comes out of the beauty parlour.

"Trouble" is the title of a new novel. Lots of people are asking for it.

A literary critic wonders what Shakespeare would be doing if he were alive to-day. Probably drawing the Old Age Pension.

We know of a lift attendant in town who is melancholy. He says life is just full of ups and downs.

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WEDDING BELLS.

REV. J. HORACE JOHNSTON
MARRIED.

Details of the wedding of the Rev. J. Horace Johnston, Minister of Union Church, Kowloon, are contained in papers received from home. It took place last month at St. Mary's Church, Twickenham, and attracted a very large amount of interest.

Rev. J. Horace Johnston left Hongkong on the Rajputana and on reaching Marseilles did the rest of the journey by aeroplane. His bride was Miss Kathleen Edith Duncan, elder daughter of the late Mr. T. L. Duncan and Mrs. Duncan, of Littlecroft, Osterley Avenue, Twickenham. Mr. Johnston, who is the youngest son of the late Rev. James Johnston, of "Rothsay," Clyde Road, St. Leonard's-on-Sea, is a graduate of London University, and after his theological training entered the Ministry of the Presbyterian Church of England. He has held charges both in East and West London, at Bow and Belgrave, and is now minister of Union Church, Kowloon. He served with the Y.M.C.A. in France during the Great War.

The bride, after studying at the Green School, Isleworth, and Maria Grey College, Brondesbury, took the Froebel Certificate as a teacher in 1926. Her first appointment was at the Lodge School, Hull. Until recently she was on the staff of the Blue School, Isleworth, and in both positions her work and influence were highly valued.

The service at St. Mary's Church, conducted by the Rev. H. W. Weatherhead (Vicar), assisted by the Archdeacon Walker, was fully choral, Mr. Maurice Taylor presiding at the organ.

The bride, who was given away by the Rev. Chisall, was in a gown of embroidered ivory crepe de chine brought from Damascus, by the bride's parents, and which was originally worn at her confirmation, and was remodelled for the wedding dress. She also wore a handsome Brussels applique veil worn by the bridegroom's mother and given to the bride, which was kept in place by a wreath of orange blossoms. Her ornament was a Zircon pendant, the gift of the bridegroom, and her bouquet was of cream roses and carnations.

Miss Violet Duncan was chief bridesmaid to her sister, and the other attendants were the Misses Robina Walker, Connie Byford, Marjorie Lowrie, and Joyce Duncan, who wore dresses of pale green embroidered silk voile, beige picture hats trimmed to match, and blonde shoes and stockings. Their ornaments, the gift of the bridegroom, were jade brooches, moulded with Chinese characters in gold, meaning "Long life and happiness," and their bouquets were composed of love-in-the-mist.

The bride's train-bearers were Miss Gwen Duncan and Master Roy Vining.

The duties of best man were carried out by Mr. R. J. Vining.

During the signing of the registers, the solo "Beloved, it is morn," was feebly sung by Miss Olive Wicks.

After the ceremony, a reception was held at Leighfield Hall, at which some 120 guests were received by Mrs. T. L. Duncan, Miss Violet Duncan, and the bride and bridegroom. The toast of the happy pair was proposed by the Rev. W. H. Weatherhead, the bridegroom replying: the Rev. Donald Ross proposed "The Bridesmaids," Mr. R. J. Vining replying on their behalf.

The Rev. and Mrs. J. H. Johnston, are spending their honeymoon travelling across Canada, visiting friends in Ontario and Saskatchewan, en route for Hongkong.

GAS FOR CANTON.

THE DANGERS OF USING FIREWOOD.

The Canton Municipal authorities have announced that they are considering the installation of a gas plant as a public utility service, as the present custom of

using firewood is highly unsatisfactory from many points of view. In the proposals for the plan of putting in a gas extraction plant, attention is drawn to the ill effects of burning firewood or charcoal, the combustion of which poisons

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EGAS

the air with noxious gases besides which the smoke blackens the premises. Emphasis is also laid on the economic dangers that the public will have to face if the present heavy consumption of wood and charcoal fuel continues.

It is pointed out that the use of wood is an economic waste in every sense and that the supply of virgin timber rapidly diminishing. In Canton where the greater part of the houses are still of the old type, built of highly inflammable material, the fire hazard is greatly increased through the use of wood as fuel.

The use of gas is a modern development, and Canton should adopt it in its efforts to become modernised.

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FLY TO NANKING.

Canton, Aug. 29.

General Chang Wai-chang, Commander of the Canton Air Force, who was recently appointed chief of the Nanking Air Ministry, is leaving Canton shortly for the capital to assume his appointment. General Chang is now busily engaged in winding up the Canton Air Office and is making preparations for his departure. General Chang and his party are expected to fly to Nanking on the aeroplanes "The Pearl River" and the "Spirit of Canton." The party will include Captains Wong Kwong-yu, Commander of the 1st Company, Yang Kwoon-yu, Commander of the 2nd Company and Messrs. Ting Kee-chu, Tam Shau, and Woo Kam-ya of the Canton Air Force.—*Nam Ching Po.*

In view of the fact that the first formation flight from Canton to Nanking will be made in the next couple of days by Gen. Chang Wai-chang and his squadron of flying officers, Col. Chau Po-hang, Principal of the Aviation School gave a very elaborate farewell dinner in their honour at Nam Yuen Restaurant when all the officers attached to the Bureau and school were also invited.

The guests of honour were the following:—Gen. Chang Wai-chang, Colonels Wong Kwong-yu, Woo Kam-ya, Ting Kee-chu, Yang Kwoon-yu, Tam Shau, and Art Lym the pioneer aviator of China.

Many good wishes were given the airmen by their brother officers, some of whom will also be going up soon after Gen. Chang Wai-chang is inaugurated into office in the Capital as Chief of the nation's Air Force.

Journalist Passenger.

Canton, Aug. 30.

General Chang Wai-chang and his staff will leave Canton on September 1, at 6 a.m., with seven planes.

The Canton Gazette will give its readers in due course a graphic account of the flight, to be written by the only civilian allowed to go up with the planes, the editor, Mr. Chan Yit-sun or Alex. Chan, under which name he is better known in Hongkong. Mr. Chan thinks the only effective way to stir up interest of this people in aviation is to get up in the air and give his impressions from the layman's angle of what the planes can do as a fighting factor and as promoter of trade and commerce. Within a week or so, Mr. Chan expects to be back in his editorial chair, but while at Nanking he says he is going to interview all the big heads of the Government.—*Canton News Agency.*

Karachi, Aug. 29.

The Indus is rising so rapidly that 72 feet were registered last night as compared with 63 feet yesterday morning.

Heavy damage to the Lloyd Barrage works appears inevitable.—*Reuter.*

PRESS MAGNATE.

MR. ROY W. HOWARD TO
TOUR THE FAR EAST.

New York, Aug. 25.

Mr. Roy W. Howard, head of one of the greatest newspaper chains in the world, is leaving New York with Mrs. Howard today on a Far East trip which will include two calls in Shanghai and probably a side trip to Nanking.

As co-chief with Robert Scripps of the Scripps-Howard Newspapers, Mr. Howard hopes to make a general survey of conditions in the Orient with special reference to China. He was formerly president of the United Press and is at present chairman of the United Press Board of Directors, and will inspect United Press bureaux at Tokyo, Peking, Shanghai and Manila.

The primary purpose of the trip is to allow Mr. Howard to attend the Pan-Pacific Conference in Kyoto, to which he is an official delegate. He will sail from Seattle with Mrs. Howard on the President Grant, and after a stay in Japan will proceed to Shanghai from Kobe on the President Adams, reaching Shanghai September 30 and departing for Manila on October 2.

On the return trip from Manila the Howards plan to be in attendance at the Pacific Relations Institute, at Kyoto from October 28 to November 9, after which they will proceed to Peking and thence to Moscow, Berlin, Paris, London and back to New York, reaching home on December 21.

JAPAN'S NAVY.

REPLACEMENT PROGRAMME.

Tokyo, Aug. 30.

It is learned on the highest authority that owing to the disarmament discussions in London, formal announcement of the prospective auxiliary replacement programme has been withheld lest it should hinder the discussions. It is also wished to avoid giving rise to the suspicion that it is merely a paper programme with which to bargain at the next disarmament conference. From the same source it is learned that some of the figures in the newspaper reports are erroneous though the reports on the whole are correct.—*Reuter.*

LAND OF PROMISE.

SIR ROBERT HO TUNG'S VIEW
OF MANCHURIA.

Mukden, Aug. 30.

Sir Robert Ho Tung, broadcasting his impressions of Manchuria yesterday evening, said:

Manchuria is going through the stage of great development, which will have far-reaching effects on the economic life of the inhabitants, and even perhaps on that of other parts of China.

I acknowledge with much pleasure the great courtesy and kindness shown us by Marshal Chang Hsueh-liang. The frank way the Marshal has discussed with me the various problems confronting him, has made us feel like old friends. I am very favourably impressed by his personality, and feel convinced he is sparing no effort in trying to fulfil the great responsibilities laid on his young shoulders to benefit his people and his country. His position is an unenviable one, the difficulties in his way are numerous, but he is bravely struggling with them and his earnest desire to surmount them deserves every success.

Signs of Progress.

Since my last visit to Mukden, fifteen years ago, there has been a remarkable development. The factories are working under full pressure, the godowns are filled, merchandise is being transported to and from ships, new roads are being made and others widened, and new buildings are being erected everywhere. It is evident that this great activity must mean prosperity to the whole population, which has more than trebled during the past fifteen years.

No small part of this progress is being carried out by foreign enterprise at Dairen and other cities along the South Manchurian Railway. I pointed this out to Marshal Chang, who replied that he and the people of Manchuria welcomed the introduction of foreign capital and enterprise, but naturally they would prefer these to come from the Chinese themselves.

Chance for Capital.

I therefore take this opportunity of informing all my Chinese and foreign friends that in Manchuria they will find lucrative employment for their capital and labour.

I am confident that with a continuance of the existing good Government and peace and order, combined with an influx of capital and enterprise, the future prosperity of this vast, rich country will increase by leaps and bounds.

The Sino-Russian crisis is now attracting much attention at Mukden, and has more or less affected its economic life. However, I have no doubt that the far-sighted statesmen of the two great countries will soon come to an understanding, doing no good to either party.—*Reuter.*

Cleveland, Aug. 30.

Lady Heath is reported to be recovering.—*Reuter's American Service.*

BLAKE PIER UNIVERSITY BUS SERVICE.

On and after the 1st September, 1929, the above Bus Service will be extended making a circular route as follows:—

Blake Pier, Garden Road, Caine Road, Bonham Road, University, Pokfulam Road, Saling-pun, Queen's Road West, Queen's Road Central, Pedder Street, Blake Pier; and vice versa.

Route No. 3

The first bus via Garden Road will leave Blake Pier at 7.45 a.m. and every 10 minutes thereafter until 11.25 p.m.

Route No. 4

The first bus via Pedder Street and Queen's Road will leave Blake Pier at 7.50 a.m. and every 10 minutes thereafter until 11.30 p.m.

The first bus will leave University at 8.00 a.m. and every 5 minutes thereafter until 11.45 p.m.

Fares to and from University 10 cts. each way.
Children between 3 and 12 years 5 cts. each way.

Monthly tickets at \$10.00 per month can be obtained from the Office and Showroom, Queen's Road Central.

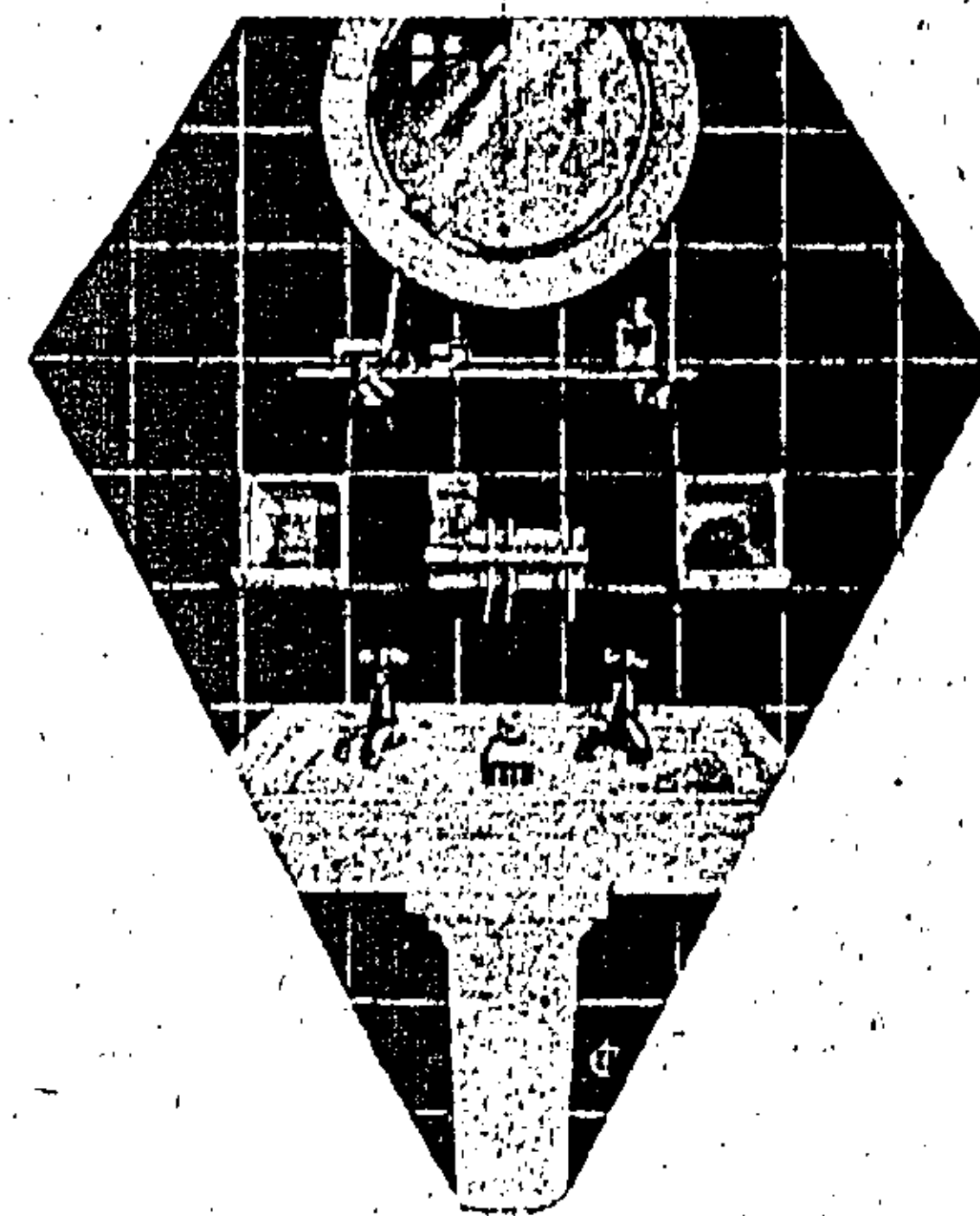
Hongkong Hotel Garage

(The Hongkong & Shanghai Hotels, Ltd.)

THE BEST BATHROOMS ARE
FITTED WITH

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BATHROOM FITTINGS



Stocks carried by—

LEE YU KEE

SHOWROOM—24B, Des Vaux Road; Tel. C. 1688
PLUMBING WORKSHOP—14, Moon St. Tel. C. 4778
CEMENT TILE FACTORY—88, Wakefield Rd. Tel. C. 1483

THE NAVY'S CHOICE

Coates

ORIGINAL

PLYMOUTH GIN

OBTAINABLE

EVERYWHERE

HATS!

ADVANCE SHIPMENTS
have arrived of the latest
Millinery Modes for the
coming Autumn.

THERE ARE DELIGHTFUL SHAPES
IN—

WHITE and
COLOURED FELTS
ALSO—

DAINTY EXAMPLES
OF
SILK RIBBON HATS

THE EARLIER YOU CALL—THE
BETTER THE SELECTION.

ELITE STYLES

A.P.C. BUILDING.

Tel. C. 2432

TO-DAY'S WANTS

25 WORDS—ONE DOLLAR

(\$1.50 IF NOT PREPAID)

The following replies have been received:—

295, 300, 301, 305, 306, 315, 344, 363, 371,
374, 376, 381, 385, 411, 426, 427, 443, 445
455, 461, 462, 465, 474, 476, 486, 505, 512,
545, 547, 550.

AN ANNOUNCEMENT.

Whenever you are in doubt as to prices come to FOOK WENG & CO., the only ONE PRICE STORE of Swatow Drawn Work, Canton Shawls, and all sorts of Fancy Goods. It will save you time and money. Courtesy and Fair Dealing is our Motto. STRICTLY ONE PRICE is our new policy.

CHINA BUILDING.

FOR SALE.

FOR SALE.—On Broadway Road, 3 roomed BUNGALOW. Write Secretary, Post Office Box No. 22.

FOR SALE.—On Broadway Road, two semi-detached 5 roomed HOUSE, with tennis court and garage to each house. Write Secretary, Post Office Box No. 22.

MASSEUR R. SHIMIDZU.
MASSEUSE S. HONDA.
MASSEUSE S. KISAKI.
Recommended for many years by Government Civil Hospital, Peak Hospital, etc., and by all the local doctors.
No. 24, Wyndham Street. Tel. C.4915.

H.K. CRICKET LEAGUE.

The Twenty Third Annual Meeting will be held at the Sanitary Board Room, Post Office Building (by kind permission) on Friday, 6th September, at 5.15 p.m.

A. A. RUMIAUN,
Hon. Secretary.

"PEAK MANSIONS."

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation. Five-Roomed and Six-Roomed APARTMENTS with all Modern Conveniences, Drying Rooms and Out-houses. Two lifts. Apply to—
CREDIT FONCIER D'EXTREME-ORIENT.

TO BE LET OR SOLD.

55 The Peak, lately occupied by Dr. Harston and adjoining the Peak Hospital. Unfurnished. Convenient, comfortable and cool. Six rooms and Dressing room. Four bathrooms, hot and cold water. Modern sanitation. Gas and Electric Light. Use of Tennis Court. Suitable for a Mess of five, or could be easily divided to suit two couples. Close to Tram Station and Motor Road.
Apply: THE HONGKONG REALTY AND TRUST COMPANY, LIMITED. Exchange Building.

PREMISES TO LET.

TO LET.—Office Rooms, Hongkong and Shanghai Bank Building. Apply to Sang Kee, same Building.

TO LET.—Five Room European Flat at No. 43, Kennedy Road, First Floor. Apply Thornhill Aerated Water Factory, 154, Praya East, Telephone C.537.

66 MILES ON 1 GALLON OF GAS

Walter Critchlow, 1809D st., Wheaton, Ill., U.S.A., has patented a Vapor Moisture Gas Saver and Carbon Eliminator for all Autos and Engines that beats any ever got out. Old Ford's reports as high as 66 miles on 1 gallon. New Ford's 55. Other makes report amazing increases of 1/4 to 1/2 more. Mr. Critchlow offers to send 1 to introduce. He also wants County and State Agencies everywhere to make \$250 to \$1,000 per month. Write him in English today. W. Critchlow, 1809D st., Wheaton, Ill., U.S.A.

MESSAGE HALL.

MRS. S. UZUNOYE
Expert Masseuse
37, Queen's Road C, 2nd floor.

New Advertisements

ST. STEPHEN'S COLLEGE, STANLEY.

The New Term begins on Monday, 19th September. An Entrance Examination will be held at Stanley at 9.00 a.m. on the same day. Prospectus and information about transport to Stanley may be obtained from the Warden or from Mr. Li Hoi Tung, c/o Banker & Co., Bank of China Building. The New Hostel providing more accommodation for Boarders will be open this Term.

KOWLOON FOOTBALL CLUB.

Playing members are reminded that practice commences in earnest on Wednesday next, September 4th.

HONGKONG FOOTBALL ASSOCIATION.

Clubs are reminded that entries for the LEAGUE COMPETITIONS close on the 31st. No entries will be accepted after that date.

W. E. HOLLANDS,
Hon. Secretary.

CHURCH NOTICES.

To-morrow the Fourteenth Sunday After Trinity.

LOCAL SERVICES.

St. John's Cathedral, Hong Kong. 1st September, 1929. Fourteenth Sunday after Trinity. Holy Communion, 8 a.m. Holy Communion at Peak Church, 8 a.m. Children's Service, 10 a.m. Sunday School at Peak School, 10 a.m. Matins, 11 a.m. Preacher: Rev. H. V. Koop. Holy Communion, 12 noon. Evensong, 6 p.m. Preacher: The Dean.

Union Church, Kennedy Road, Hongkong. Sunday, 1st September, 1929. Sunday School, 10 a.m. Morning Service, 11 a.m. Preacher: Rev. F. C. Young. Hymns, 344, 779, 470, 336. Evening Service at 6 p.m. Preacher: Rev. F. C. Young. Hymns, 31, 709, 37, 192.

Wesleyan Methodist Church, (Queen's Road East). Sunday Service: 10.15 Preacher, Mr. Le Tissier; Evening Service at 6. Preacher Rev. John Foster, B.A. Subject: "Sacrament." Communion Service at 7.15 p.m. Sailors' and Soldiers' Home: Sunday 3 p.m. Men's Bible Class, 8.15 p.m. service Men's Hour, Wednesday 8.30 p.m. United Fellowship Meeting.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road. Tram Station. Sunday Services, 11.15 a.m. Subject "Christ Jesus". The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass., U.S.A.

PIANOS

FOR HIRE

FROM

\$12

Per Month

AT

ANDERSON'S

Lammert's Auctions

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

On MONDAY,

the 2nd September, 1929,
commencing at 11 a.m.
at No. 195, The Peak Flat 1,
(Mount Kellet)

A Quantity of Valuable Household Furniture,

comprising:—

Teak Hall Table, Chesterfield Couch and Chairs, Teak Bookcases, etc., etc.,
Jacobean Dark Oak Stained, Teak Extension Dining Table, Dining Chairs, Sideboard, Dinner Wagon and Writing Desk, Teak Ice Chest, Crockery, Glass Ware, Blackwood Standard Lamp, Electrolux, Curtains, etc.,
White-enamelled Brass Mount Iron Bed, white-enamelled Dressing Table and Wardrobe with Glass Door, Teak Bed and Dressing Table, etc.

also

Several Pieces of Blackwood Furniture,
and
One His Master's Voice Gramophone, Rattan Verandah Furniture, Pot Plants,
One Axminster Carpet,
One Baby's Cot,
One Baby's Treasure Cot,
Basket and Bath.

On View from Sunday, the 1st September, 1929.

Catalogues will be issued.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

NOTICE.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on Monday, the 2nd day of September, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Pokfulam, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot.	Boundary Measurements.	Area in Acres.	Area in Sq. Yds.	Upset Price.
1.	Boundaries as shown on the plan.	0.12	8,300	\$20,000

NOTICE.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on Monday, the 2nd day of September, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Wong Nei Chung, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot.	Boundary Measurements.	Area in Acres.	Area in Sq. Yds.	Upset Price.
1.	Boundaries as shown on the plan.	0.12	8,300	\$20,000

MRS. SEKAI
MESSAGE

6, Wyndham Street, 1st floor, Hongkong.

A GRAND CONCERT

under the auspices of the

R.A.O.B. CLUB

will be held in the

B. N. CANTEN THEATRE

(Under the Patronage of

H. E. The Governor.)

on

WEDNESDAY,

4th September, 1929.

Commencing at 9 p.m.

when by kind permission of Lt. Col. C.H. Little, D.C.O., O/C 1st Batta, Somerset Light Infantry (P.A.)

"THE BUZZERS" POLIES

will give an Entertainment.

Total proceeds to be devoted to dependants of victims of the naval disasters of H.M. Submarine H47, L12 and H.M.S. Devonshire.

Admission \$2.00 & \$1.00.

Tickets obtainable at

Moutrie's and Anderson's,

R.A.O.B. Club, Tel. C. 4737;

Manager B.N. Canteen

Tel. C. 471.

SOCIALIST M.P.

APOLOGISES.

UNFOUNDED CHARGE

AGAINST MESSRS. TATA.

A settlement was announced to Mr. Justice Horridge of an action in which the plaintiffs were Messrs. Tata Sons, Limited, and the defendant Mr. Vernon Hartshorn, M.P. The claim was for damages for slander. Mr. St. John Field, for Messrs. Tata, said that in May last year, at a meeting at Blomfield, in Wales, Mr. Hartshorn, who was a member of the Simon Commission, said: "Indian capitalism is the worst capitalism in the world," and he also stated that Messrs. Tata were known to be the worst employers of labour in the world. In July last year, at a meeting at the same place, he stated that he had satisfied himself that the reflections which he had made on Messrs. Tata had no foundation in fact. He recognised that the only straightforward course was to withdraw his remarks.

Messrs. Tata did not desire to make money out of the action, and they did not ask for damages, but would accept the apology of Mr. Hartshorn, who would pay Messrs. Tata's taxed costs.

Mr. Arthur Henderson, for Mr. Hartshorn, acquiesced in the disposal of the action on the terms arranged.

Learning



Her Love Letters

POST OFFICE NOTICE

RADIO NOTICES.

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. and O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

No correspondence is being forwarded via Siberia even if subscribed "via Vladivostok" except for destinations in Russia.

INWARD MAILS.

U.S.A. (Seattle 10th Aug.) Canada, Japan and Shanghai August 31.
Calcutta and Straits September 1.
Manila September 1.
Straits September 2.
Manila September 2.
Shanghai and Amoy September 2.
Rabaul September 3.
U.S.A. (San Francisco 9th August), Honolulu, Japan and Shanghai September 7.
Australia and Manila September 8.
U.S.A. (San Francisco 10th Aug.), Honolulu, Japan and Shanghai September 9.

OUTWARD MAILS.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For	Date and Time.
Haiphong	Sat., Aug. 31, 1.30 p.m.
Straits	Sat., Aug. 31, 2.30 p.m.
Manila	Sat., Aug. 31, 3.30 p.m.
Amoy	Sat., Aug. 31, 4.30 p.m.
Swatow, Amoy and Formosa	Sat., Aug. 31, 5 p.m.
Bangkok via Swatow	Sun., Sept. 1, 9 a.m.
Shanghai	Sun., Sept. 1, 10.30 a.m.
Straits and Calcutta	Sun., Sept. 2, 1 p.m.
Swatow	Hydrangon Mon., Sept. 2, 2.30 p.m.
*Japan, *Canada, *U.S.A., *C & S, America and *Europe via Victoria B.C.	Pres. Pierce Mon., Sept. 2, 3 p.m.
	Registration 4.15 p.m.
	Letters 4.30 p.m.
	(Due Victoria B.C. 23rd Sept.)
Shanghai	Pres. Pierce Mon., Sept. 2, 3 p.m.
	Registration 4.15 p.m.
	Letters 4.30 p.m.
Amoy	Hongkong Tues., Sept. 3, 10.30 a.m.
Wei Hai Wei	Kueichow Tues., Sept. 3, 12.30 p.m.
Swatow, Amoy and Foochow	Hongkong Tues., Sept. 3, 1.00 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Egypt and Europe via Marseilles	Antenor Tues., Sept. 3, K.P.O.
	Registration 4.30 p.m.
	Letters 4.30 p.m.
	G.P.O.
	Registration 5 p.m.
	Letters 5 p.m.
	(Due Marseilles 2nd Oct.)
Honolulu via Shanghai and Japan	Korea Maru Wed., Sept. 4, 8.30 a.m.
Swatow	Chak Sang Wed., Sept. 4, 10.30 a.m.
Shanghai, Japan, Canada, U.S.A., C & S, America and *Europe via Vancouver B.C.	Empress of Asia Wed., Sept. 4, 1.30 p.m.
	Registration 3.5 p.m.
	Registration Sept. 4, 9.15 a.m.
	Letters 9.30 a.m.
	(Due Vancouver B.C. 21st Sept.)
Sandakan	Hongkong Wed., Sept. 4, 1.30 p.m.
Wei Hai Wei	Cheung Shing Thurs., Sept. 5, 10.30 a.m.
Swatow, Amoy and Foochow	Hai Ching Fri., Sept. 6, 1 p.m.
Manila	Pres. Garfield Sat., Sept. 7, 9.15 a.m.
Swatow	Yat Shing Sun., Sept. 8, 9 a.m.
Rabaul	Bremerhaven Mon., Sept. 9, 2.30 p.m.
Straits, *Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles	D'Aragnan Tues., Sept. 10, K.P.O.
	Registration 10 a.m.
	Letters 1 p.m.
	G.P.O.
	Registration 12.45 p.m.
	Letters 1.30 p.m.
	(Due Marseilles 12th Oct.)
Swatow	Kwai Sang Wed., Sept. 11, 10.30 a.m.

*Superior Correspondence only.

TELLING A MAN'S WIFE

COURT OF APPEAL AND "A DIFFICULT QUESTION."

The Court of Appeal has ordered a new trial in the case in which Mr. William Wallace Watt, of Basett-road, North Kensington, appealed from a judgment of Mr. Justice Horridge dismissing his libel action against Mr. Robert Cecil Longdon, of Norman Court, Salisbury.

Mr. Watt complained of statements made in letters regarding his alleged conduct with women at Casa Blanca, Morocco. Lord Justice Scrutton, giving judgment, said in the particular case the facts turned out to be absolutely untrue.

By the law of England, there were occasions on which a person might make defamatory statements of another without incurring legal liability. But there must be a public or private duty to make the communication, and great difficulty arose because the duty might be either legal or moral or social.

In this case, said Lord Justice Scrutton, three communications were in question. In his view, there was a duty on the part of Mr. Longdon to make the communication which he did to Mr. Singer, the chairman of the company with which both he and Mr. Watt had been connected. But the other members of the Court thought that there was evidence of malice, and there would have to be a new trial on the issue of malice.

With regard to the communications to Mrs. Watt, they stood on a different footing. It was impossible to say that there was always a moral or social duty to make such communications. It was equally impossible to say that there was never such a duty.

"It cannot," said Lord Justice Scrutton, "be the duty of a friend to communicate all the

WRONG WOMAN IN

DIVORCE SUIT.

INTERVENED THOUGH NO CASE AGAINST HER.

A woman who intervened in a divorce suit, though she had never been made a party to the action, appeared before Mr. Justice Bateson in the Divorce Court recently.

The petition for a divorce was brought by Mrs. Alice Blanche Darnborough, of Darlington, who accused her husband of misconduct with a woman unknown and with Frances May Morgan.

Mrs. Frances May Collinson, of Grange-road, Middlesbrough, intervened in the suit.

The Hon. Victor Russell, for Mrs. Darnborough, said that the petition had never been served upon Mrs. Collinson. A solicitor's clerk had served the petition on a woman at a house at Middlesbrough who had protested that she was not Morgan.

The Judge granted a decree nisi with costs and the custody of the two children and counsel for Mrs. Collinson then asked that she should be dismissed from the suit with costs.

Mr. Justice Bateson said that he could not grant her costs. "I am sorry," he said, "that this lady has been brought here by her own motion when there was no case ever made against her."

gossip he hears at men's clubs or women's bridge parties." As a general rule, it was not desirable for anyone to interfere in the affairs of husband and wife. He came to the conclusion that there was no moral or social duty to make this communication to the wife and that there must be a retrial of that issue also.

Lord Justice Greer said that Mr. Watt was entitled to ask for the verdict of a jury on the issue of malice.

Lord Justice Russell concurred.

The Greatest Bird Act of the Century!

TORCAT'S ROOSTERS

A "troupe" of 60 game fowls in a riot of comedy, eccentricities and acrobatics!

With

"COCO"

The only rooster comedian in the history of the stage!

COMMENCING

TO-MORROW

AT THE

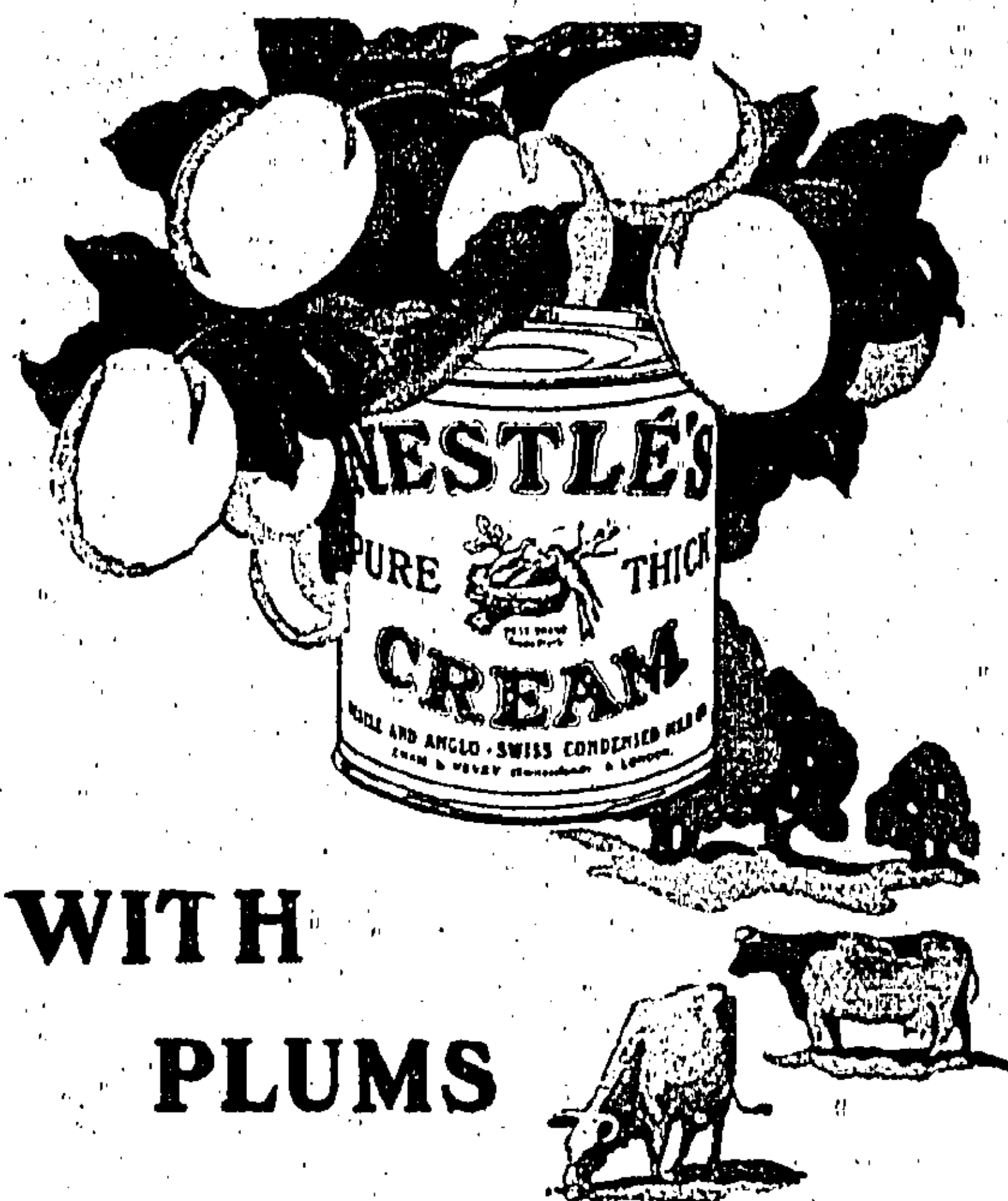
Queen's Theatre

At 7.15 and 9.20

SPECIAL MATINEE

TO-MORROW AT 2.30 p.m.

SLIGHT INCREASE IN PRICES.



WITH PLUMS

When plums are placed on the table everybody looks about for the cream. Because everyone knows that plums are especially delicious when there's cream too. But perhaps you have not ordered the cream because you thought it wouldn't keep.

Nestlé's Cream gets you over that difficulty. Just go to the cupboard and open a tin. It's handy—fresh—ready to serve.

And as it's the best part of rich country milk, need we tell you how delicious it is?

Try it with plums.

NESTLÉ'S RICH THICK CREAM

Three sizes 11/2oz., 5/2oz., 4oz. tins.

SPECIAL NURSERY MILK

Put up in bottles sealed with Dacro Crown Cork.

Recommended by the Local Medical Profession.

In Pint Bottles at 32 cents per bottle.

PASTEURIZED MILK

Put up in similar bottles at 32 cents per bottle.

THE DAIRY FARM ICE & COLD STORAGE CO., LTD.

For the Best
LOCAL VIEWS
and
PORTRAIT PHOTOGRAPHS
Go To
MEE CHEUNG

Studio, Ice House St. Branch 7, Beaconsfield Arcade.

WOMAN'S WORLD FOR OUR LADY READERS.

Two Smart Evening Frocks.



Of classic simplicity is the evening gown in black chiffon velvet, exquisitely draped and entirely untrimmed. More "dressy" but equally well modelled, is the frock in coral coloured lace, with diagonal bands of matching georgette on bodice and skirt.

Relatives Who Will Not "Sparkle."

The world, or that portion of it which interests itself in such matters, has little good to say of the man or woman who is brilliantly entertaining outside the home, but silent and dull at home.

But is there really any cause for condemnation of such an individual? Even if it is admitted that he "will not make an effort to entertain his own folks," this does not necessarily mean that he does not think them worthy of any effort he could make to amuse or entertain them.

The girl who can talk brilliantly to strangers, and who is hailed as a god-send at a party, may, without any cause for blame at all, be the dullest of companions with her own mother.

It is true that, if she made an effort, she probably could be just as interesting with her own relatives as with others, but should she be expected to make the effort?

People who are not always at the same level temperamentally, can, as a rule, force gaiety, and make a show of brightness and energy. But the effort to do this when meeting strangers may be quite a serious strain.

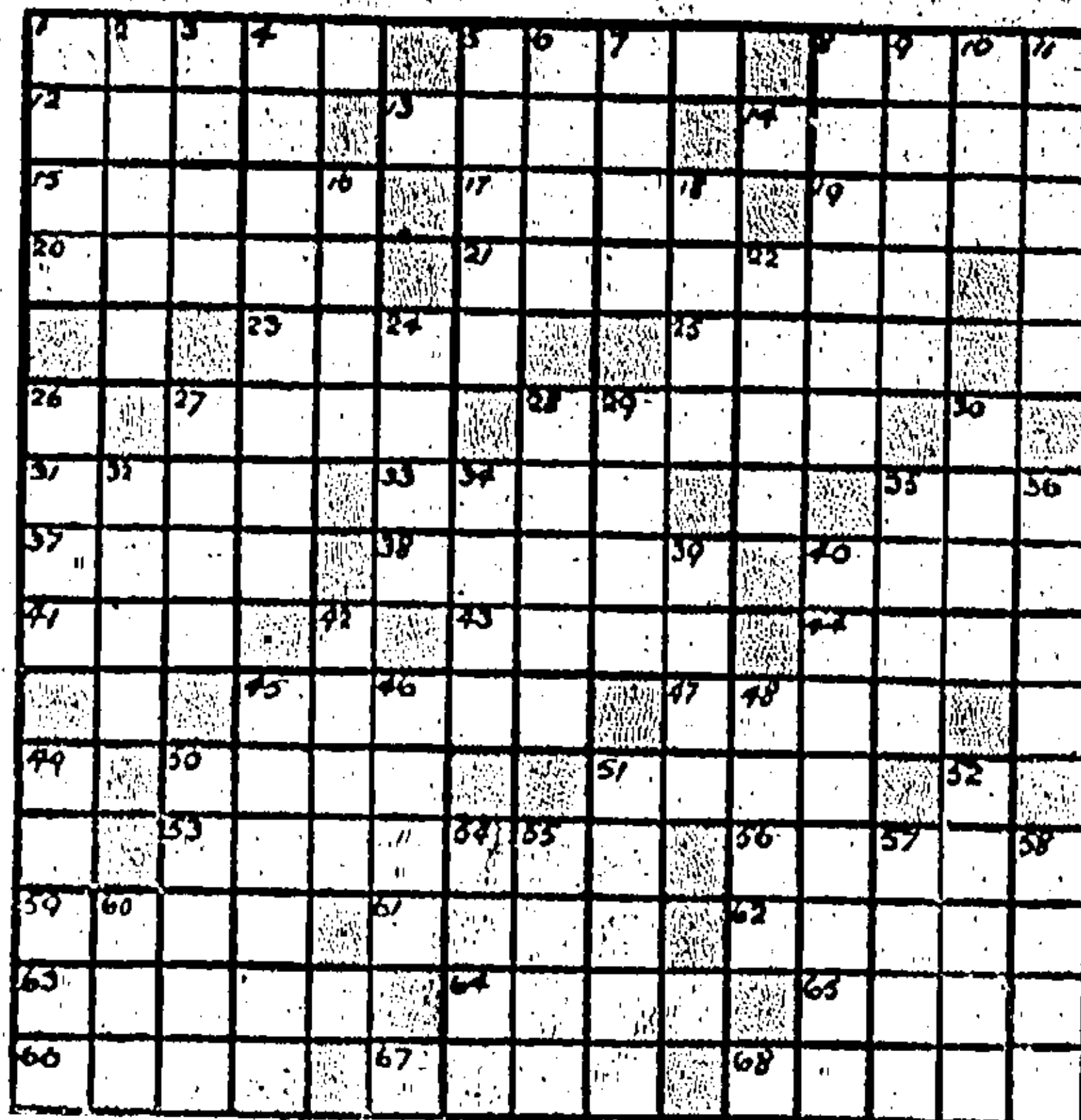
Surely the same effort should not be called for in the home, which is, of all places, the one in which to relax and be oneself.

A dainty Effect.



Polka dots in bright red flame from their background of ivory, white crepe de chine, are most successful in creating the right effect with a frock for informal afternoon wear. The frilled yoke, flounce and cuffs are new and interesting.

OUR NEW BRITISH CROSSWORDS.



Across:
1 Rogue.
5 Immense.
8 Influenced by fear.
12 Split.
13 Entangle.
14 Trap.
15 Apart.
17 System of eating.
19 Tied round.
20 Remaining fragment.
21 Hills.
23 Pronoun.
25 Gaelic.
27 Prison.
28 Receives.
31 Superabundance.
33 Scheme.
35 Abolish.
37 Comfort.
38 Saloon.
40 Dim.
41 Rest on a seat.
43 Not one.
44 Cleave.
46 Mature.
47 Cause to congregate.
50 Withers.
51 Squib.
53 Shackle for horses.
55 Went astray.
59 Bellow.
61 Wild plum.
62 Retinue.
63 Was solicitous for.
64 Peace.
65 Distribute.
66 Gave sparingly.
67 Go round.
68 Measured.

Down:

1 Orb.
2 Chent.
3 Extra seed covering.
4 Ponder.
5 Centre.
6 Cast out.
7 Prophet.
8 Heavenly beings.

0 Middle.
10 Go astray.
11 Discourage.
16 Sound returned.
18 Small dot.
22 Slump.
24 Mountains.
26 Eras.
27 Blast of wind.
28 Claw.
29 Forthwith.
30 Young cow.
32 Prostate.
34 Narrow road.
35 Enticement.
36 Used when fishing.
39 Isthmus.
40 Thrust forward.
42 Coniferous trees.
45 Bred.
46 Favourites.
48 Untruths.
49 Mere show.
50 Use frugally.
51 Speak derisively.
52 Species of pepper.
54 Otherwise.
55 Mere repetition.
57 Disturbance.
58 Action.
60 Common tree.

Yesterday's Solution.

CYGNET A CURBED
Y L RIDDLES ERE
PRAISE E DEPART
H X Z TRAPPED K O
EKED SITES SEAR
RIDES R P MERIT
N Y SPASMODIC L
OSIER NEVER
PM REASSURED R
NAIVE A P DEPOT
ONCE STROP DONE
D L SHEENLY T N
DECREE C AERATE
E L REGATTA T T
DEEPER L ERRORS

THE BEST AND CHEAPEST PERMANENT HAIR WAVING IN THE COLONY
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AGENTS FOR
The
Hongkong Telegraph.
TO WHOM ALL LOCAL ENQUIRIES SHOULD BE ADDRESSED.

FRECKLES AND HIS FRIENDS

WHILE UNCLE HARRY AND FRECKLES ARE SAILING FOR A DESTINATION KNOWN ONLY TO UNCLE HARRY, LET'S GO BACK HOME AND SEE WHAT IS GOING ON THERE...

GEE—AT FIRST I THOUGHT THIS WAS A LETTER FROM FRECKLES—IT'S FROM SOMEBODY BY THE NAME OF DANNIE!!

Dear Tag: Why don't Uncle Harry take you with him sometime? It isn't fair because he lets Freckles go with him all the time. Won't you please ask him to take you with him sometime?
Your friend
DANNIE
(Don't forget to tell him!)

WHY, SURE! WHY, SURE! DANNIE'S RIGHT, TAG!
IT'S AWFUL NICE OF HIM TO WRITE THIS NICE LETTER TO ME, BUT I COULDN'T ASK UNCLE HARRY TO TAKE ME ON TRIPS WITH HIM.

WHY COULDN'T YOU, HUH? WHY COULDN'T YOU?? HE'S YOUR UNCLE TH' SAME AS HIS FRECKLES, ISN'T HE?
WELL!!
Mebbe you're right, OSCAR... I'M GOING TO ASK POP!

WHEN YOU ARE IN (SKIN) TROUBLE
TURN TO:—
ECZEMATOL
A sure cure for Eczema, Pimples, Ringworm, Hives, Prickly Heat and all kinds of Itch and Sores.
THE COLONIAL DISPENSARY.
13, QUEEN'S ROAD CENTRAL.
Tel. C. 1877.

Dewar's

"White Label"

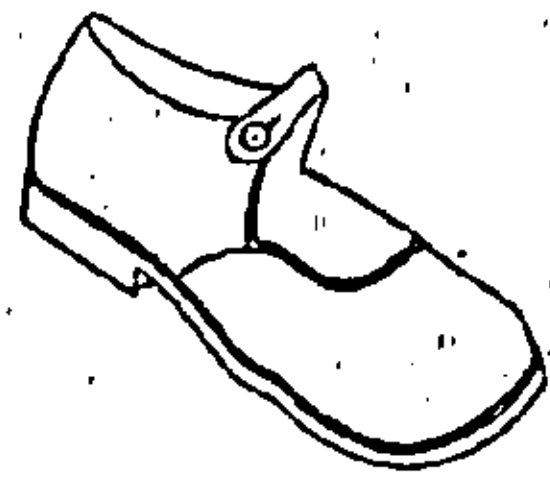
"The Whisky of Age & Purity"



Just Out!



NEW

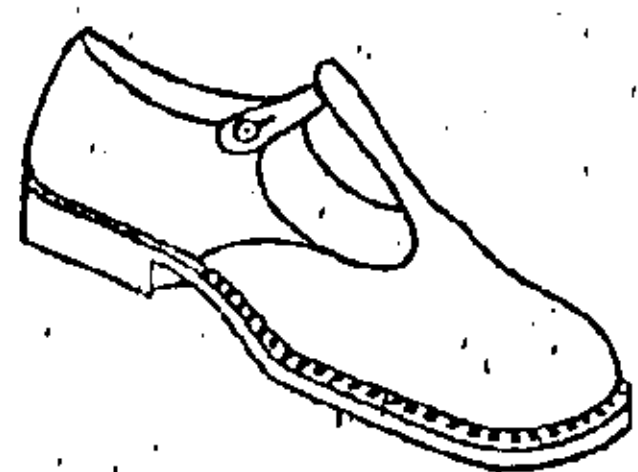
VICTOR RECORDS
FOR AUGUST.S. Moutrie & Co., Ltd.
(Victor Distributors.)
CHATER ROAD.Lane, Crawford, Ltd.
JUST RECEIVED.A good selection
of

Children's "Tru-form" Shoes

IN

Black, Tan and Patent.

"DERBY"



Tan Sandals

with

Rubber or Leather Sole.

Lane, Crawford, Ltd.

CHILDREN'S DEPT.

GROUND FLOOR,

Tel. C. 4567.

NOW IS THE TIME
TO GET YOUR
FRIGIDAIRETHERE ARE DOMESTIC
MODELS OF FROM FOUR
TO EIGHTEEN CUBIC FEET
STORAGE CAPACITY.OVER
1,000,000
IN USE THROUGHOUT
THE WORLD.
DODWELL & Co., Ltd.
Sole Distributors
HONG KONG & S. CHINAThe
Hongkong Telegraph.

SATURDAY AUGUST 31, 1929.

BRITISH PRESTIGE.

British subjects everywhere must have felt a glow of satisfaction at the unanimity with which praise has been bestowed on Mr. Philip Snowden for his tenacity at The Hague in the face of tremendous odds. Not only has he succeeded in obtaining 83 per cent. of the British demands, but he and the other British delegates have been largely responsible for a settlement of the vexed Rhineland problem. We have only to envisage the difficulties of his task to realise the magnitude of Mr. Snowden's triumph. Opposed by all the other creditor Powers, and bitterly assailed by the French press, he stuck gamely to his guns, and won through to victory. There is something typically British in this triumph, which has called forth unstinted praise from all shades of the London press, to say nothing of the personal congratulations showered on the pertinacious Chancellor of the Exchequer from the leaders of all political parties and prominent financial men.

But perhaps of even greater significance than the settlement of the European problem, far-reaching in its effects although that will be, is the evidence which it provides that the new British Government is fully alive to a sense of its responsibilities in the realm of international politics. It is no exaggeration of the facts to say that when Mr. Ramsay MacDonald was called to office, there were fears in many quarters at home that British prestige abroad would suffer because of the re-appearance of a Labour Administration. The view widely held was that in foreign and imperial affairs, especially, the Government would be dominated by a narrow and provincial outlook, and that a policy of weak concession would mark its activities. Happily, these fears are gradually being dissipated. So much is this the case that one of the leading Conservative journals has declared that Mr. Snowden, by his success at The Hague, has put British prestige in the eyes of Europe on a pedestal higher than it has occupied since the Armistice. That is high praise indeed from such a quarter, but it is no over-statement of the truth. If we turn to other aspects of Britain's foreign policy, we see the same spirit

animating the Government. To take the upheaval in Palestine as a case in point, there can be no questioning the fact that by the promptitude of its action in despatching naval, military and air forces to the scene of the troubles, a terrible calamity was averted. In the case of our relations with Egypt, some may criticise the new draft agreement recently published, but the proviso that British troops are to be stationed in the Suez Canal zone is sufficient to show that the Government is alive to Imperial considerations. Turning to China, the firm but friendly manner in which the demand for the immediate abolition of extrajurisdiction has been refused provides further evidence of a recognition of the actualities of a confused situation.

So we could go on indicating facts which show that the MacDonald Administration can approach the really big issues in a spirit which gives no ground for alarm. Already there is promise of an Anglo-American understanding on the naval question, and meantime Mr. J. H. Thomas is in Canada in connexion with schemes for a solution of the unemployment problem. At Geneva, too, the Prime Minister is expected to make important pronouncements on the arbitration and other issues which will come up for discussion. The fact is, of course, that responsibility invariably brings moderation and caution in its train, and that is why we need not fear the continued existence of the Labour Government. At the moment, admittedly, it has to be particularly careful of its step, being a minority Government, but we have sufficient faith both in the integrity and the level-headedness of Mr. MacDonald and his colleagues, to believe that they are animated by ideals no less worthy than those of any of their predecessors in office.

Bus Speeding.

The Kowloon Magistrate's sharp rebuke of a motor-bus driver who pleaded, in extenuation of a speeding charge, that he was behind on schedule and had to make up for lost time, will be warmly endorsed by regular users of the bus services on the mainland. The case before him concerned a driver ultimately convicted of racing at twenty miles an hour through the Hunghom controlled area and of opening up to twenty-five miles an hour when in the immediate vicinity of the Kowloon City police station. The very fact that he thought he could do so with impunity illustrates the general attitude of a majority of his colleagues towards the reason for placing in a conspicuous position on the bus a plate marked "Speed Limit, 12 M.P.H." Few trips are necessary on the Kowloon buses before it is realised that the regulation is honoured far more in the breach than in the observance, particularly on those routes where competition between rival companies is keenest. Things have reached such a pass on Nathan Road, for instance, that nothing short of an organised campaign on the part of the traffic authorities is likely to effect an improvement. The growing toll of accidents in which omnibuses are involved is being watched with some little alarm, and we trust early action will be taken, and an example made of the first culprits to come before the Courts. The implication that schedules are responsible is largely untrue, except to the extent that the drivers themselves are responsible. The officials of the companies, we have good authority for stating, are not exacting. The time-tables laid down give ample time for the journey to be completed with adequate allowances for stops en route. The delays are caused at the respective termini when the conductors and drivers think, apparently, that it is meal-time or a recreational interval and later awake suddenly to the fact that they should have set out on the return journey minutes ago. And the passengers have to bear the brunt.

DAY BY DAY.

IGNORANCE BELIEVES ITSELF TO BE FATED TO REMAIN IN THE SPOT WHERE IT WAS BORN, AND TO FOLLOW THROUGHOUT LIFE THE OCCUPATION TO WHICH IT WAS BRED.—Hickson.

It is notified that the name of Hontz & Company, Limited, has been struck off the Register.

Captain Dobbie, Adjutant of the King's Own Scottish Borderers, has reported the theft of a gold medal from Mount Austin Barracks.

A notification in connexion with the winding up of Messrs. Reles Bros., Ltd., states that a third and final dividend of \$7.36 per cent. has been declared.

His Excellency the Governor has appointed Mr. Lo Kam-chak to be a Director of the Widows' and Orphans' Pensions, vice the late Mr. Cheng Cheuk-hin I.S.O.

Kowloon Inland Lot 2239, situated at Talkoktsui, is to be sold by auction at the P.W.D. offices on the 16th instant. The area is about 9,620 square feet and the upset price \$16,660.

The forthcoming wedding is announced of Mr. Alfred Alexander Luther Young, No. 7, Prat Building, Kowloon, to Miss Olga G. Olson, No. 13437, Euclid Avenue, Cleveland, Ohio.

Passengers arriving by the s.s. President Jackson this morning included Mr. and Mrs. H. F. Bunje, Mrs. A. H. Carroll, Mr. and Mrs. A. W. da Rosa, Mrs. R. S. Piercy, and Mrs. Carl Shank.

With reference to Government notification, calling for tenders for the construction of Aberdeen Upper Dam, it is notified that the last day for tenders to be received is extended to Monday, 16th Sept.

While a car No. 2301, owned by Mr. L. W. Walkingshaw of the Nestle's Milk Co., was standing unattended in Jackson Road, a thief stole a clock and a set of tools, the latter worth five dollars.

Mrs. Lockhart of 2, "C" Block, Victoria Barracks, had her handbag snatched by a Chinese while she was walking down the steps of the Central Market yesterday. The bag contained about ten dollars in money.

Toront's Roosters, the novelty troupe of 60 game fowls, will commence a brief season at the Queen's Theatre to-morrow. There will be two performances daily throughout the week, at 7.15 and 9.20, with a special matinee to-morrow at 2.30 p.m.

Mr. Minesa Tamura, sub-manager of the Yokohama Specie Bank has reported the theft from his house at 6, Bowen Road, in the early hours of yesterday morning, of jewellery worth \$130, a lady's coat valued at \$10, a bag worth \$35 and \$22 in money.

Miss Margaret Murray, a passenger on the s.s. Tandu, left her handbag on a counter in a city silk shop yesterday. When she discovered her loss the bag had gone. It was worth \$20 and contained a draft on Cook's for \$20, an Australian pound note, two fountain pens, \$37 in local currency, and her passport.

At a meeting of the Sind Hindu Merchants Association held on Saturday last the following resolution was unanimously passed:—"That shops and offices be entirely closed on every first day of September in remembrance of the twenty-two young Hindu merchants who lost their lives during the Japanese earthquake of 1st September 1923, and that all members will gather on Sunday the first of September at 11 a.m. at Messrs. Wassilamul Asomul's Temple to offer prayers."

WATER LEVELS.

FOR WEST, NORTH AND EAST RIVERS.

The following table, compiled by the Board of Conservancy Works of Kwangtung, shows the water levels in English feet on the West, North and East Rivers on the dates named:

	Aug. 29	Aug. 30
Shuangshui	22.0	20.9
Tingyuen	7.8	—
Shamshu	—	12.9
Shengkung	3.1	4.5

The level at Shamshu on August 27th was 15 feet.

ON LOOKING GLASSES.

Some Thoughts on Mirror Reflections.

Anyone who considers the multiplicity of mirrors provided in the ordinary English "furnished room" is left wondering, poised between two queries: Are the English people already extremely vain, or are they sternly determined not to become so? Either of these explanations seems a tenable one, at least to the newcomer stranger, and to whichever opinion one finally inclines, it remains clear that the penitents and boarding houses of England are more than amply provided with reflectors of the human image. They give no one the slightest excuse for neglect of his personal appearance and leave him no intervals in which to forget what he looks like, but offer profuse opportunities to see himself as others see him.

The room I now inhabit, for example, contains no less than seven mirrors, one of them six feet by four, so that I cannot shift in my chair or turn a page without seeing the trivial action repeated several times over.

I am constantly startled at from three or four men bearing the closest personal resemblance to one another, and even when they are not looking at me I feel that they are doing so, or know, at least, that they are there. Under these circumstances I find it a little difficult at times to escape self-consciousness, and I often feel like insisting that my landlord give me a more nearly private room.

We know that when window glass was brought within the reach of wealthy people in the sixteenth century, it was displayed everywhere in great profusion. The architecture of the period, indeed, underwent radical changes so as to provide opportunities for quite unnecessary and purely ostentatious windows—a tendency which was checked only by the much-abused window tax of later times. The present display, and profusion of looking-glasses in England would almost suggest that these also are a recent invention, a novelty so delightful that considerations of use and need are ignored in favour of mere show. But this, we know, is by no means the case. The looking-glass is not a novelty; it has been familiarly used for ages, and its history—which I have never seen discussed—is rather interesting.

The first of all looking-glasses were pools of still water such as the one Narcissus found in the forest—and was so delighted with that he could not drag himself away. For a long time they were found quite usually, not by persons looking for their own reflections, for at this time no one knew that he could have such a thing, but by those seeking for places to drink. Imagine the surprise the prehistoric savage must have felt, when bending over the smooth pool, to see another savage bending toward him from below, exactly mimicking every motion he made? Surprise, consternation, anger and bewilderment swept through him as he crouched there, and he saw each of these emotions in turn depicted on the strange face beneath. Determined not to be intimidated, he made threatening gestures at the intruder, only to find that the opposing party was equally belligerent.

Then he drove his clenched fist straight into the face of his opponent—with results highly satisfactory for a few seconds but not permanent. As soon as the ripples subsided that strange face was back again peering upward as he peered down. Altogether, one sees, it must have been a puzzling experience, one to be narrated in full that night about the cave fire. Others would have met similar rivals at their drinking pools, and they would tell what they had seen.

Little by little, in the course of millenniums, men came to accept this rivalry as a thing they had to put up with whenever they knelt to drink beside still water; always they had to share the pool with that stranger from below. Explicitly as we do with regard to so many things, they accepted it because it always happened, but understood it not at all.

Many ages must have gone by before some unrecorded genius discovered, by a huge effort of thought, that the stranger who always bent upward from the other side of the still water was simply himself. A momentous discovery, that, and one packed full of consequences. We make much of the invention of printing and of the steam engine and similar things, but these are trifling in comparison with the discovery of oneself which we owe to looking-glasses. Among other more important things people saw at once that here was a way of find-

ing out how their faces looked to their fellows—a matter which, perhaps a few inquisitive persons had already vaguely wondered about. Here was one's social or public self in lively presentment. Once this discovery had been made, consciousness of physical appearance lay only round the corner and a sense of personality, that expensive but necessary boon, lay straight ahead. Every pool in the forest had now its crouching figure and water was put to new uses.

How long the period of the water-mirror lasted no one can guess, for it left no relics. How often our prehistoric fathers and others repaired to the windless pools to study their images and what thoughts they had there we can only surmise. Archaeology takes us back only to the little hand mirrors of polished bronze reflecting no more than the face, and that dimly. The millions of Egyptian and Greek and Roman ladies who used these never saw themselves at full length, and this almost certainly means that they did not think of themselves as we think. The invention of the glass mirror and of the pier glass marks an epoch in history because it made us for the first time somewhat fully aware of our public appearance. Nay, more; it rendered us incapable of escaping that appearance, however much we may wish to do so.

Sometimes, however, even to-day, a mirror does arrange a surprise for us. Not long ago as I was gazing, abstractedly into a shop window my attention was caught by a man standing beside me who wore a vaguely familiar hat. Yes, I had certainly seen that hat. Why, there was only one man in London with the courage to wear a hat of the description—and I happened to be that single man. But the face under the hat was utterly strange to me beneath its veil of familiarity. I had never seen that expression before; I could not quite believe that the expression was mine, and could not see what it signified or how I had come by it. But millions of other persons had seen it, I know, and had interpreted it also in their swift and summary ways. It is part of the impression I have been making all these years, and until last week I knew nothing of it. A looking-glass at an unusual angle has told me something new and surprising about myself.

By a careful rearrangement of several mirrors it is possible to secure, I believe, an image of the back of one's own head, but not one person in ten thousand has ever done this. I know nothing about the appearance of the back of my head, although of course I have theories and guesses—probably wrong ones. The stranger who walked behind me as I came home this evening is better informed on that topic than I am. Numberless people have taken this terra incognita into consideration in framing their opinions of me, and I cannot allow for it at all. Possibly the difficulty I often have in explaining the attitudes that people take toward me is due to the back of my head. Mirrors are not yet perfect.

Now and then a looking-glass surprises us even in a full-face view, when we return for an instant to the simplicity of the water-mirror days. For half a second the startling impression sweeps over one that this is I—and then it passes. What goes on in that half-second? What swift recapitulation of human history? I have tried again and again to catch the thought or mood in its transit, but it is too swift for me.

And there is another even stranger experience than this—walking up to an imperfect reflection of oneself in a glass door. It often induces a mysterious and to me quite inexplicable mood, too evanescent for analysis, that seems to reach far back in time. I feel that I do not know this person whom I am advancing to meet, after all my probings and my seven-times-repeated reflections. Will he prove hostile or friendly, wise or foolish, intelligible or insoluble? I brace myself for surprises and am prepared for anything.

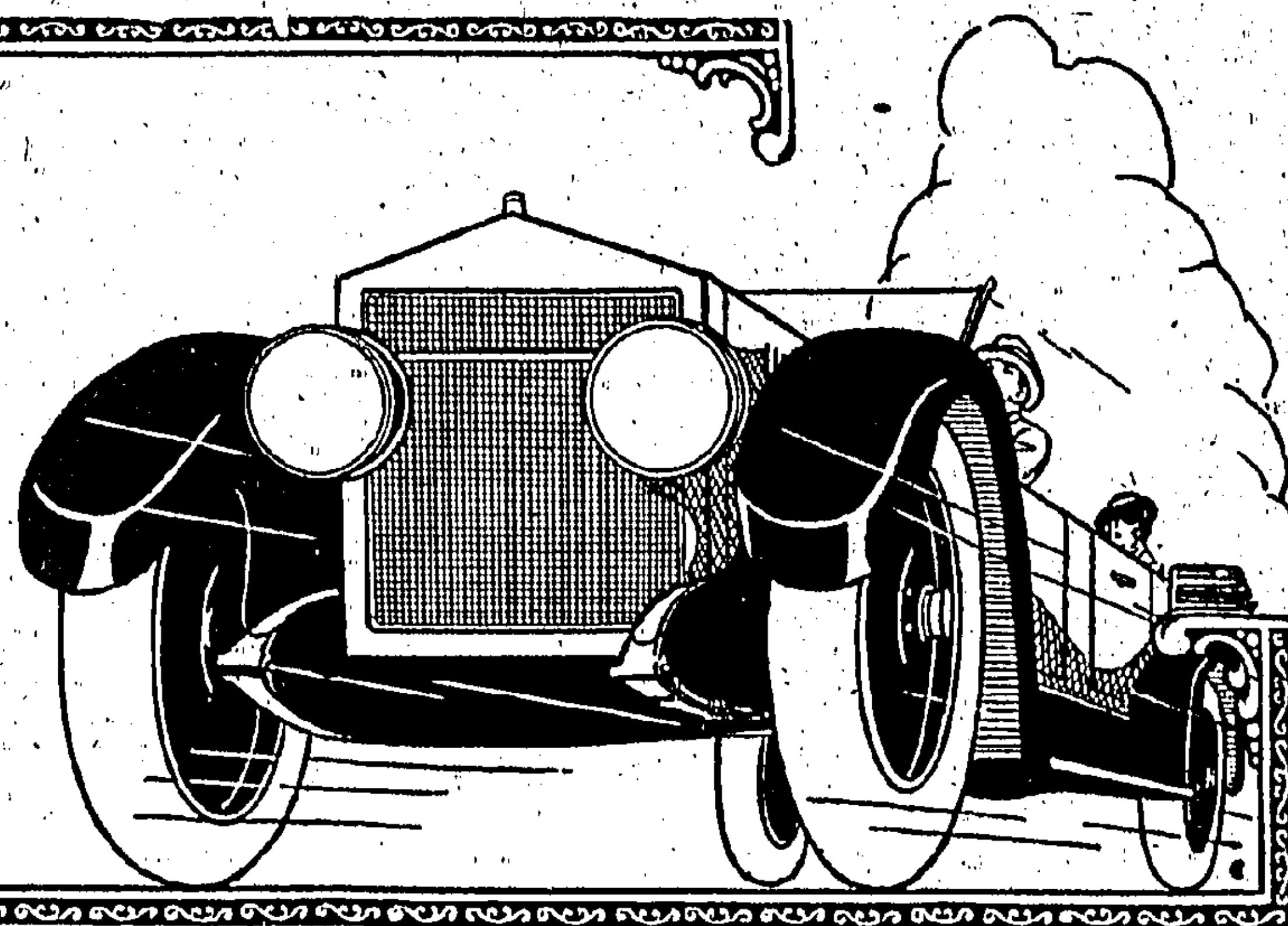
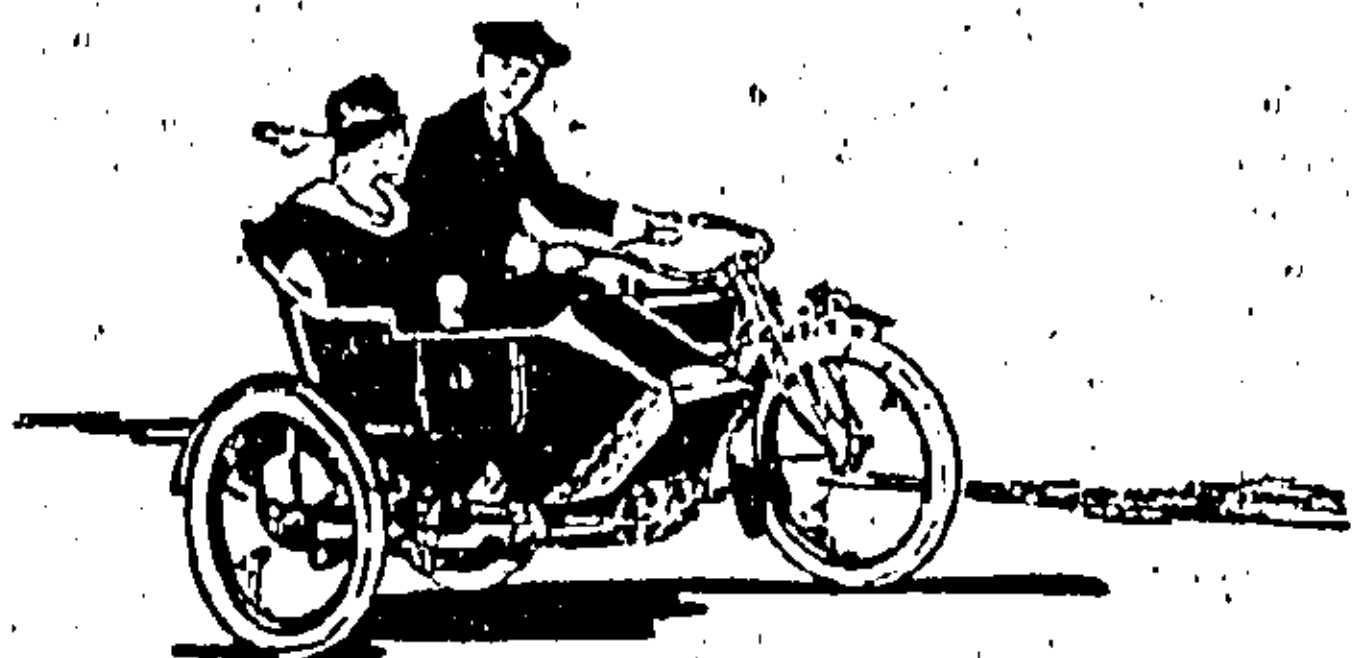
Clearly, looking-glasses may be interesting at times. I object to them only when they say the same dull things over and over, things I know only too well—as that my tie is crooked or that my hair needs brushing. Why this endless iteration of the trivial? Why not something new and startling now and then? And even for a revelation once in a while ought to be as good as seven.—O. S. in the *Christian Science Monitor*.

EXCHANGE RATES.

	London, Aug. 30.		
Paris	128.805	Vienna	34.43
New York	4.843	Prague	163.2
Brussels	34.876	Helsingfors	192.4
Geneva	25.105	Madrid	88.55
Amsterdam	12.094	Lisbon	108.20
Milan	92.005	Athens	375
Berlin	20.88	Bucharest	837
Stockholm	19.10	Buenos Aires	744
Copenhagen	18.215	Bombay	1/5 29/32
Oslo	18.205	Shanghai	2/4 1/4
		Hongkong	1/11 1/2
		Yokohama	1/11 1/2
		Silver (spot)	24 1/2
		Silver (forward)	24 1/2

—British Wireless.

MOTORIZING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH
SATURDAY, 31st AUGUST, 1929.
Being The Official Organ of
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SERVICE

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Latest Machinery
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MAY WE SERVICE YOUR CAR?

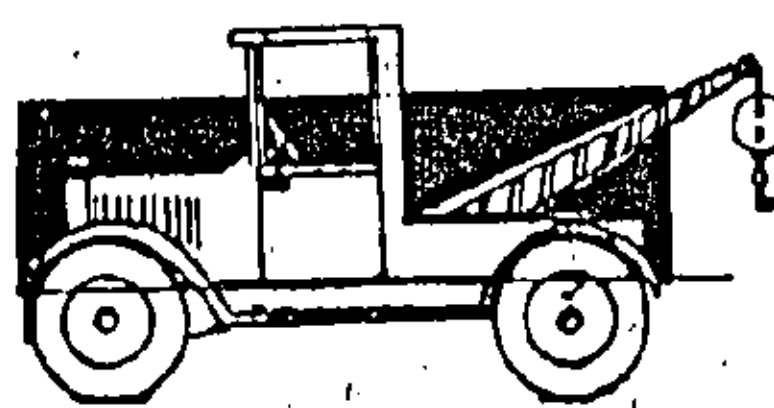
NO JOB TOO SMALL
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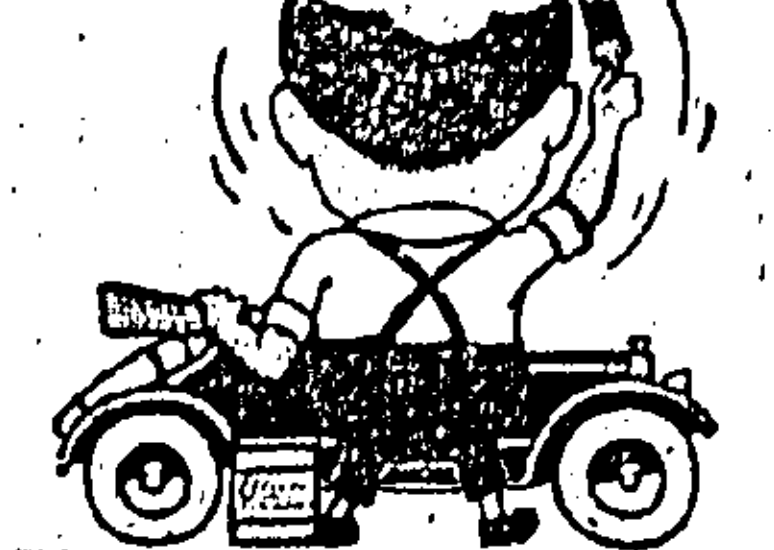


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MODERN MOTOR SERVICE.

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ALL COLOURS KEPT IN STOCK
AS WELL AS THE NEW
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Blue and Gun Metal Blue.

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Sole Agents.



CURRENT COMMENT

Road Hogs.

Amongst the majority of foreign motorists there exists a *bonhomie* almost amounting to an unwritten law, that the feelings of the other fellow shall be respected—that courtesy shall be one of the primary rules of the road, but, unfortunately, like most rules, there are exceptions. In this case, the exception is appropriately known as the "road-hog," and it is perhaps to be expected that Hongkong, in common with other countries where motoring is popular, possesses a few examples.

A Recent Example.

A particularly obnoxious type of "road-hog" was encountered by a local owner-driver the other day—the type which suddenly loses all sense of discretion when aroused. The motorist who makes the complaint was desirous of passing ahead of a slow moving car driven by a foreign resident, and as the usual signal to pass was not given, the driver awaited a favourable opportunity, when the road was clear, straight and wide, and then accelerated to pass. Whether the other was unaware of a car behind him is not clear, but as soon as he became aware of a vehicle passing him, he immediately "stepped on the gas," evidently thinking "He shall not pass!" However, by dint of further increasing his speed, the outside car managed to gain the lead. All appeared to be well until the "road-hog" suddenly dashed past on a corner, with the result that another approaching car narrowly averted collision. In fact, it was almost a miracle that a triple collision was not recorded, because the offending driver cut right across the front of the car he had so dangerously passed.

Why the Hurry?

The motorist referred to above was probably one of those people who simply hate to be passed on the road. The attitude of mind responsible for such action is difficult to fathom. Why any driver who is content with a moderate speed when he has the road to himself, should suddenly display annoyance at any other vehicle passing ahead of him is an equally curious problem, and it would not matter very much were it not for the fact that this type of motorist usually throws all caution to the winds in order to vent his spleen at being passed. Quite apart from danger frequently involved, such people do display a deplorable lack of road manners.

Thank the Typhoon.

At least one of the trees obstructing the roadway at Happy Valley was removed by the typhoon, and it is unfortunate that the gale did not raze a few more in that district. The tree in question was just opposite the Monument, on the left of the road, and the effect of the removal has been to make the next tree an even greater danger. It is expected that this one will be taken down, but of the others we cannot say. There is, of course, always the possibility of another typhoon!

Baby Invasion.

It is interesting to note that an invasion of the United States motor car market is to be undertaken by the Austin Motor Company, whose Chairman, Sir Herbert Austin, announces that a company has been formed in America for the manufacture in that country of the "Austin Seven" light car. Sir Herbert recently stated that the bulk of the capital for the new company is American, but that part is British. It will operate independently of the British company, and will be directed by American automobile engineers.

Great Future.

"I am sure there is a great future for a light car like the Austin in a country like America," said Sir

Herbert. "It will cater for the needs of quite a different class of person from those who now use the popular standard light car in the States, which is much larger than the Austin." It is intended to turn out the first cars from the factory at Butler, Pennsylvania, in time for the Automobile Show in New York next January. The first cars made will be from parts sent over from England, and a special staff is being taken to the United States to organise the factory.

In China.

In Hongkong, and throughout China, the "Baby Austin" has gained a wide measure of popularity, and it must be said that the mechanical excellence of these sturdy little vehicles has built up an enviable reputation. In Hongkong especially, has the test been severe, and when "Austin Sevens" were introduced some years ago, many people predicted that they could never stand up to the gruelling hill work. What has actually happened is that this baby car has more than conquered the hills, and it is no uncommon sight to see one of them passing bigger and more highly powered vehicles when ascending the Peak. It stands to reason, that if the "Austin Seven" of earlier days gave undeniable satisfaction, and is still going strong, there must be very many years of first-class performance in every Austin of to-day.

New Bus Service.

An advertisement appearing elsewhere in to-day's *Telegraph*, announces an extension of the Blake Pier-University bus service operated by the Hongkong and Shanghai Hotels, Ltd. In order to cope with the growing passenger traffic, the Company has imported special Vulcan buses, which have undergone severe trials in England, no less than one thousand miles being covered in the tests. The engines of the new vehicles are specially geared for Hongkong, and it is expected that excellent results will be obtained. When it is remembered that, apart from the Repulse Bay Service, buses have only come into general use fairly recently, the progress being made is most satisfactory.

Outboard Motoring.

This exhilarating sport is gradually becoming popular in Hongkong, and new "owner drivers" may be seen enjoying the thrills of speeding over the water at Repulse Bay and other resorts. Those who have taken their first trip are invariably most enthusiastic, and there appears to be but little doubt that by next year there will be quite a number of followers of the sport. An advertisement in this issue draws attention to a new model of the famous "Sea Horse" motors, which have gained such a sterling reputation. Those interested should certainly make a point of obtaining particulars from Messrs. Alex. Ross and Co., Ltd.

FLAT RATE FINE.

Berlin Traffic Code.

Berlin motorists have a lot to learn besides the management of a car.

The traffic code there is strictly enforced and is very complicated. There are thirty-six symbols which indicate one-way and two-way traffic, streets limited to certain traffic or barred altogether, pedestrian crossings, and parking spaces.

Infringements of any traffic regulation means a fine of 150 marks or two weeks' imprisonment.

LONDON PAGEANT.

Centenary of the Omnibus.

THE OLD & THE NEW.

A remarkably interesting pageant was held to celebrate the centenary of the London omnibus on July 4, when several old-time omnibuses paraded through London with the drivers, conductor and passengers dressed in the costumes of the period.

One of the vehicles was a replica of the original London omnibus run by George Shillbeer in 1829 between Marylebone and the Bank of England. As a curiosity it earned fame, but was not a profitable venture.

Many years afterwards horrid omnibuses re-appeared on the London streets with better success, and gradually increased until they were a regular feature of London traffic.



The First Thornycroft 'Bus to run in London in 1902



A Thornycroft Motor 'Bus of 1929.

Eventually, in 1902, London's first self-propelled omnibus was put into service, a Thornycroft steam-driven, double-deck vehicle, which plied between Hammersmith and Oxford Circus.

It was much more successful than its earlier prototype and soon a fleet of these were operated by the Road Car Company, which concern was afterwards absorbed by the London General Omnibus Company, who today have a virtual monopoly of the London omnibus traffic.

Our illustration of this pioneer Thornycroft omnibus is in strange contrast to the 70 seater saloon type six-wheeled omnibuses now being supplied by John I. Thornycroft & Co., Ltd., which typify the latest progress in motor omnibuses, the examples shown in our second illustration being one of a fleet of them run by the Southampton Corporation.

A similar Thornycroft six-wheeler was given a prolonged test by the Liverpool Corporation, who ran it for several months and scored thousands of miles over their city routes before placing a repeat order for similar chassis, which was soon afterwards followed by a further repeat order for 10 more.

FAKE MOTORISTS' CLUBS.

Banned in California.

California motorists are now protected from fake "motorists' associations," and "automobile clubs" by a bill which brings all such clubs under State legislation.

The measure, which was supported by the insurance interest, the State Insurance Commissioner and reputable automobile clubs, provides that any association or corporation engaged in selling car service shall deposit 100,000 dollars with the Insurance Commissioner to insure faithful performance of service contracts.

It prohibits any concern doing any business unless it is the holder of a certificate of authority which may be withdrawn if any of the conditions of issue are broken.

90-M.P.H. WOMEN.

Prince George Watches Racing.

THRILLS AT BROOKLANDS.

Prince George was among the large crowd who watched three women putting up an heroic fight in the most gruelling task ever set to British motor-racing drivers at Brooklands.

They had been "racing" round Brooklands race track all day at a furious pace in an effort to attain a lead in the greatest motor race ever staged in England, the double twelve hours' contest, promoted by the Junior Car Club, in which one hundred of the world's greatest motor-racing drivers are taking part.

Mrs. W. B. Scott, who has the reputation of being the fastest woman driver, had been driving round in her husband's motor-car, and, when she passed under the bridge at Byfleet, she was holding an animated conversation with her mechanic and waving her hand to friends on the bridge, although she was then lapping at more than ninety miles an hour.

Two Disappointments.

There were two disappointments during the afternoon.

Captain Wolf Barnato had to retire owing to dynamo trouble. Kaye Don, the first man away, held second place for two and a-half hours, and provided more than one thrill for spectators by driving perilously near to the top of the banking by the members' hill before he also retired.

More than a dozen drivers dropped out during the day.

Italy was leading at the end of the first twelve hours, with Britain and Italy tying for second place, and Britain third. The speed of the four leading drivers was: 77.37, 81.68, 76.05, and 80.91 miles an hour.

The Italian drivers had both driven all day without any relief—a remarkable achievement—and when they finished they almost collapsed.

DIESELS FOR CARS.

Motor Cycle Expert's Views.

QUITE FEASIBLE.

Motorcycles equipped with single-cylinder Diesel engines are being operated all over Continental Europe, and to-day a German or other Continental Diesel engine that can be put under the hood of a motor vehicle is on the market, said Mr. L. T. Pockman at a recent meeting of the Society of Automotive Engineers.

The full-Diesel type should be used for automotive purposes, he asserted, and a fuel injection pressure of about 1,500 lb. per square inch is desirable, with solid fuel injection. The Diesel engine must use present equipment for cooling and starting.

"Less, rather than more, cooling water will be required than for the gasoline engine, and the present electric starter will start a small Diesel the same as it starts the conventional engine," said Mr. Pockman. "Moreover, the Diesel is easier to control than a gasoline engine of any type or size."

"The lightweight Diesel engine that will meet these requirements is not a dream; every American and Continental Diesel-engine manufacturer is endeavouring to furnish it for automotive service, and I prophesy that many of my hearers would be using such engines in their trucks next year."

"Even if the fuel vendor doubles or triples the price of fuel oil when such engines became general, the truck users will still have the best of him, and although lubrication is more vital to the Diesel than to the gasoline engine, the operators can be sure that satisfactory service will be given."

THE MOTORIZING PHILOLOGIST.

How Motoring Has Added to the Language.

Motoring has added to the English language through three channels. First, from the scientists we have received a number of special words—bits of Latin and Greek stuck together without grace or humour. These are of a repellent nature, and used only under the influence of sheer necessity or mental snobbery.

Secondly, from the "practical men" we have gained a host of curious terms adapted from older trades and activities. It is extraordinary how many of these sound so though they were invented by Lewis Carroll. Thirdly, from the amateur have come phrases rather than single words. These expressions have a curious vividness and aptness, and help us to remember mechanisms and their function by some odd trick of mind association.

In the first class a good many of the words are applicable to sciences other than automobile engineering. "Thermodynamics," "torque reaction," "co-efficient of expansion" are examples; but the words "supercharging" and "turbulence" are chiefly associated with the internal combustion engine and the principles that govern its action.

What is a "Toggle?"

With the second class we are on more interesting ground. How many motorists know that a "gasket" is "a canvas band used to bind the sail to the yards when furlled," or that a "toggle" is a nautical term signifying "a short bar of wood, tapering from the middle towards each end, placed in an eye at the end of a rope, to keep the end from passing through a loop or knot?"

A "sump" is "the reservoir at the lowest point of a mine, from which the water is pumped," and the word "coupe" has, in its time, meant "the front part of a French stage-coach." It is easy to see

how these artisan words have become transferred as one form of transport has been succeeded by another.

Racy and Expressive.

Perhaps it is a mistake to ascribe all the words of the third class—the racy, vivid, almost humorous terms—to the expert amateur. Nevertheless, one cannot help crediting him with a good many of them. Such an expression as "flat-spot" has neither the solemnity of the true scientific word nor the antiquity of the craft word. It may be derived from a graph displaying an acceleration curve; but the veriest tyro who has ever experienced a flat-spot when he has been trying to "get a move on" after a traffic hold-up feels that the phrase is apt.

Other appropriate descriptions that seem to have sprung to life out of direct observation are "sun and planet wheels" (as applied to epicyclic gears), "floating axles," "worm gear," "gate change," "missing," and "choking." Some of these are possibly older than the automobile, but it is in association with the petrol motor that they have achieved wide currency. There remain a few words which to me seem to defy classification—mystery words like "dumb-iron" and "dog-clutch." Why "dumb?" Why "dog?"

I am aware of having laid myself open to the sneers of etymologists and lexicographers who will reprove me for not knowing that such-and-such is derived from the Gaelic, and that thus-and-thus is a Middle English word. Frankly, I am an ignoramus in such matters. I wish I were not. But if my ignorance so infuriates the learned as to stimulate them to provide some information, my observations will not have been in vain.—S. H. in the *Autocar*.

1930 HARLEY DAVIDSON EXPECTED SOON

350 c. c. Side or Overhead Valve

THE NEW

500 c. c. Single

THE FAMOUS

750 c. c. Small Twin

THE SUPER

1,000 c. c. Big Twin

(For Solo or Side-car)

BOOK YOURS TO ARRIVE
ONLY A FEW LEFT!

THE GASCON MOTOR CO.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.

Tel. K. 1242

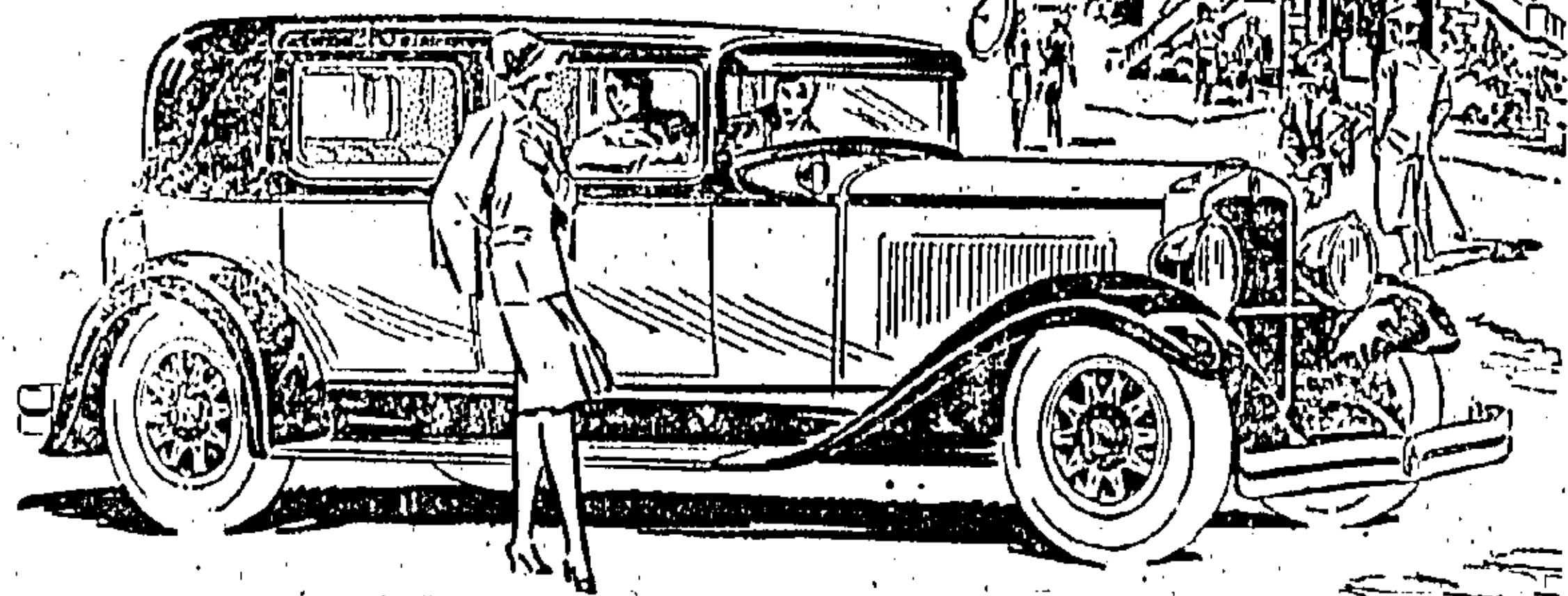
2, Kwong Wah Road, Kowloon.

(Opposite The Steam Laundry)

A GOOD ASSORTMENT OF SPARE PARTS AND ACCESSORIES IN STOCK.

THE WORLD HAS A NEW AND FINER MOTOR CAR

Twin Ignition Rules the Road!



THE
NEW
**NASH
"400"**

EVERY road that flows beneath the new Twin Ignition motored Nash "400" is a cushioned road—smoothed and eased by hydraulic shock absorbers, long, flexible springs, and deep upholstery. They make 60 miles as comfortable as 6.

Yet these luxury features come as an inherent part of the Nash "400"—without additional cost. And no other car has all these outstanding advantages—high compression, valve-in-head, Twin Ignition motor, Centralized Chassis Lubrication, and the World's Easiest Driving Control.

Naturally, such advanced engineering is matched by a rare beauty of line and rich appointments.

The Nash "400" will appeal equally to your sense of beauty and your sense of economy.

WONG SIU WOON,

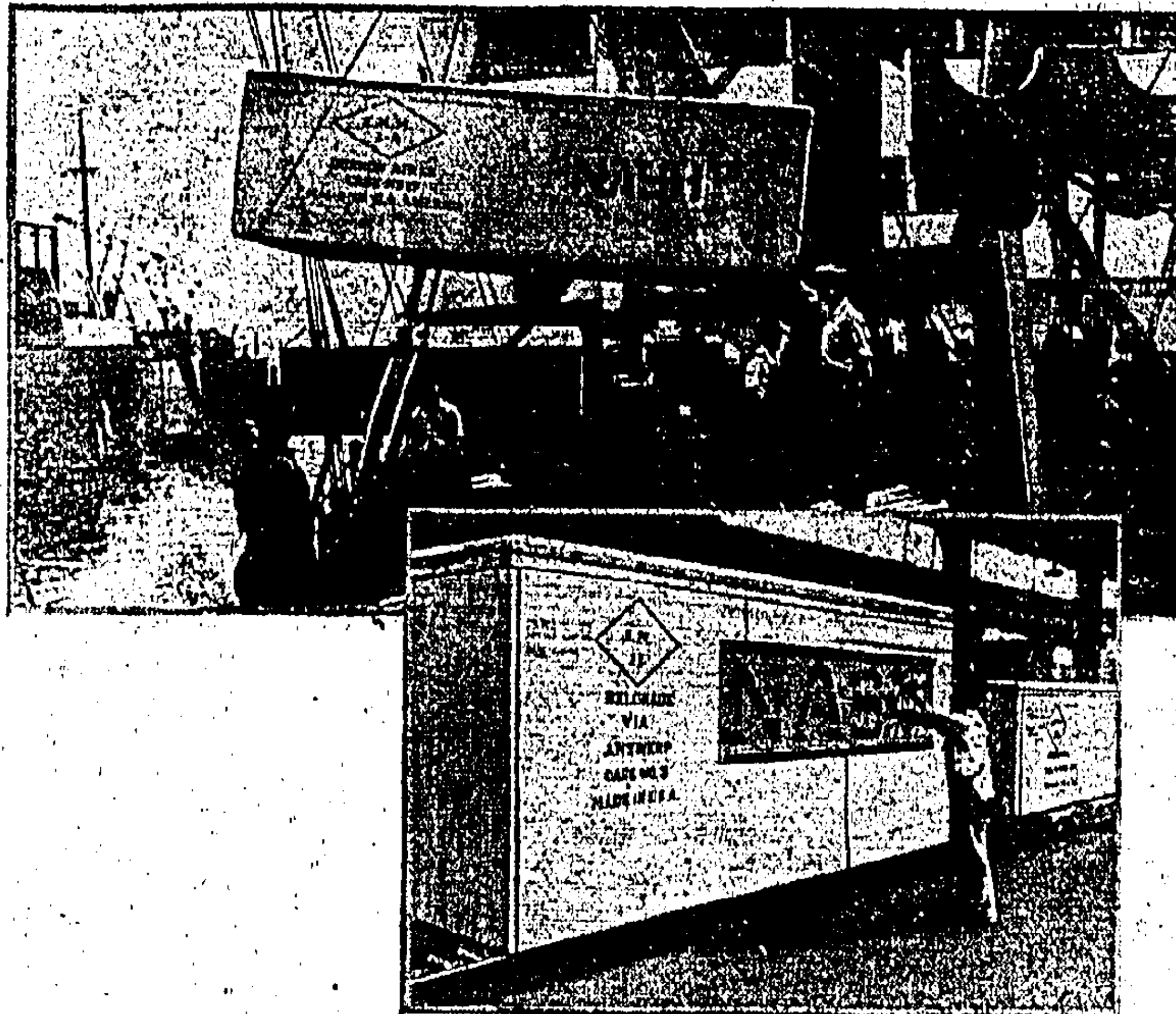
Sole Agents for Hongkong and South China

Poltinger Street

Telephone C. 1476, 21.

SERVICE STATION: -76, Des Voeux Road Central.—Telephone C. 644.

Housed for the Bounding Deep



More than one and one-half million feet of the best lumber goes each month to protect Nash "400" cars bound for points on all the seven seas and subjected to all sorts of export traveling experiences. Trained men, following rigid Nash rules of precision workmanship, are engaged in the carefully planned boxing process, and so sturdy are the shipping cases that many are used for homes and garages in far countries after their precious cargo has been removed. The picture shows a Nash car at the end of the boxing assembly line in Kenosha and a car swinging to the docks in a South American port. The majority of export cars are shipped in this manner.

CAR THIEVES.

Export from U.S.A.

THRIVING BUSINESS.

Exporting stolen cars seems to be quite a thriving business in U.S.

This was disclosed when New York detectives discovered a gang of thieves who shipped stolen cars to Athens (Greece), and sold them there. Thirty-six cars, valued at 125,000 dollars and stolen during 1928, were shipped from Brooklyn by the Fabre and Greek lines.

The American Minister to Greece is trying to trace and recover the cars.

ROAD BUILDING IN KUEICHOW.

Motor Car's Fifty-day Journey from Canton.

600 MILES OF ROADS.

The greatest array of workers in China since the building of the Great Wall is now building roads in Kueichow Province.

Not long ago the first motor car reached the provincial capital after a 50-day journey from Canton, being transported in pieces on coolies' backs over the mountain ranges when water transportation ended. The province was bandit-infested and famine-stricken.

Narrow-tracked trails over steep mountain passes provided its only contact with the world. Over these trails a coolie tracker could transport \$200 worth of opium with no more labour than it took to carry \$1.50 or \$2 worth of rice or other produce.

Opium traffic flourished; other trade was demoralized. As a method of correcting this condition it was decided that better means of transportation would be constructive.

Within two years, 600 miles of road have been built. The Tsunyi-Chiuh section of the system in the extreme northwest tip of the province will, connect with a small tributary of the Yangtze River. Steam launches connecting with river boats at Chungking will provide a river transportation outlet for the products of this isolated province for the first time in history.

RESTAURANTS, BATHS.

London Parking Stn.

SPACE FOR 1,000 CARS.

A new garage, which was opened by the Duke of York, in London last month, has space for 1,000 cars. The parking charges are remarkably reasonable, an Austin seven may be left there for 12 hours for a shilling. This charge includes use of bath and changing rooms.

The garage, which has ample space for manoeuvring cars, is fitted with special fire prevention appliances, and the exits are so arranged that 200 cars can be passed out in a few minutes.

SOLE AGENTS

**The Republic
Motor Co.
of China.**

(Successors A. LUNG & Co.
Auto Dept.)

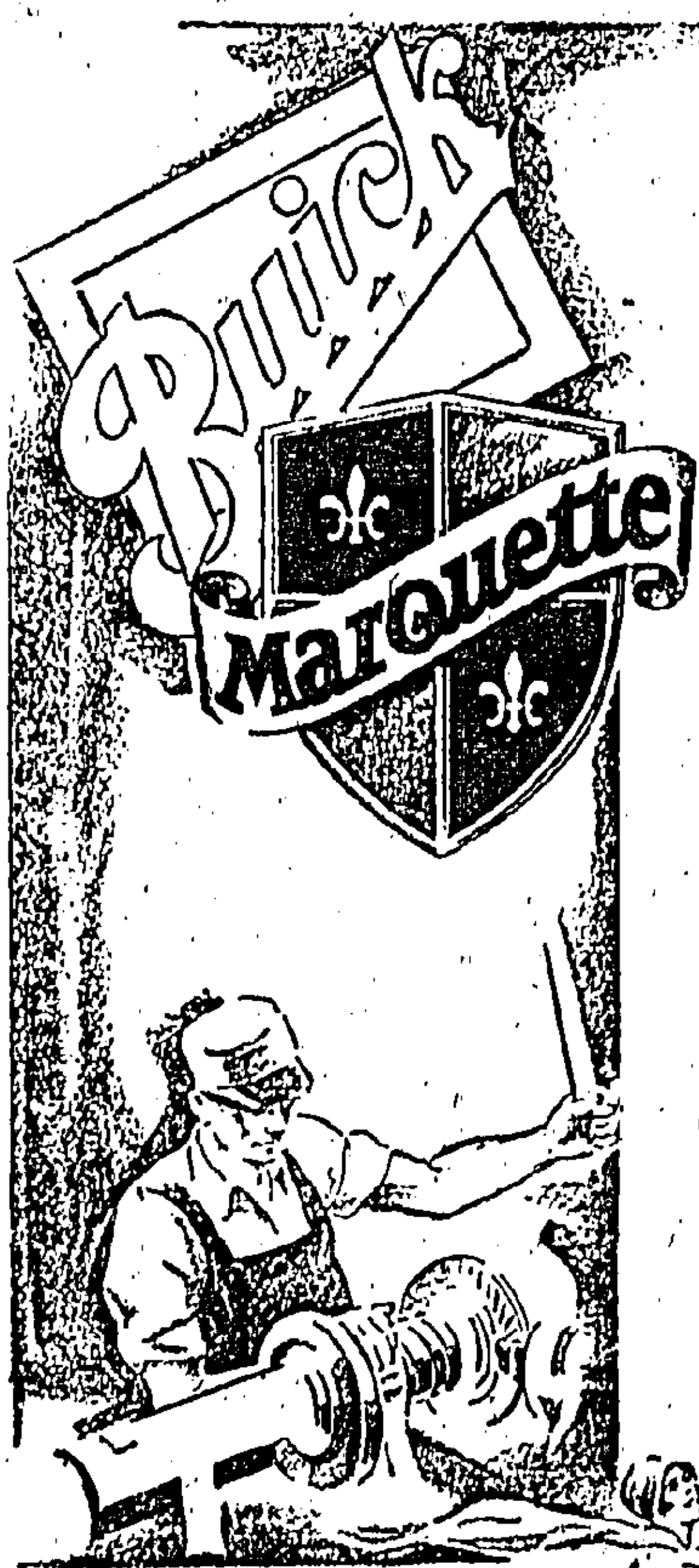
30-32, Les Voies Road

A chauffeurs' restaurant is provided together with a restaurant for owners, where motorists can have refreshment at any hour of the day or night.

BUICK STANDARDS CHARACTERIZE MARQUETTE

Buick owes its world leadership in a great degree to the precision methods employed in Buick manufacture and because the world knows that every Buick is identical—each one a masterpiece. Buick employees are carefully selected and carefully trained. They are proud of Buick's leadership and they spared no effort to build in Marquette a motor car that would not only safeguard but add to, Buick's enviable reputation.

NOW ON DISPLAY.



MARQUETTE
BUILT BY BUICK

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

MOTOR UNION

INSURANCE CO. LTD.

Incorporated in England

(Under the auspices of the Automobile Association)

GRANTS SPECIAL PRIVILEGES
TO MEMBERS OF THE H. K. A. A.

For full particulars apply to:—

THE UNION TRADING CO., Ltd.
York Building. Phone C. 587.

THE TRUSTY "TRIUMPH"

*Is a Triumph of the British
Motor Industry!*

TRIUMPH SUPER SEVEN (FOUR SEATER)
THE FINEST SMALL CAR IN THE WORLD.

TRIUMPH MOTOR CYCLES—
LATEST MODELS C.S.D., C.N., C.O.

Inspection Invited.

Sole Agents in Hongkong & South China:—

THE GLOBE AUTOMOBILE CO., LTD.

1, Canton Road, Kowloon.



OUR SKILLED
MECHANICS,
UNDER EXPERT
EUROPEAN
SUPERVISION—
**CAN PUT
YOUR CAR RIGHT!**
Tel. C. 3193

MAIN SERVICE STATION 19, CROSS LANE
LANE, CRAWFORD, Ltd.

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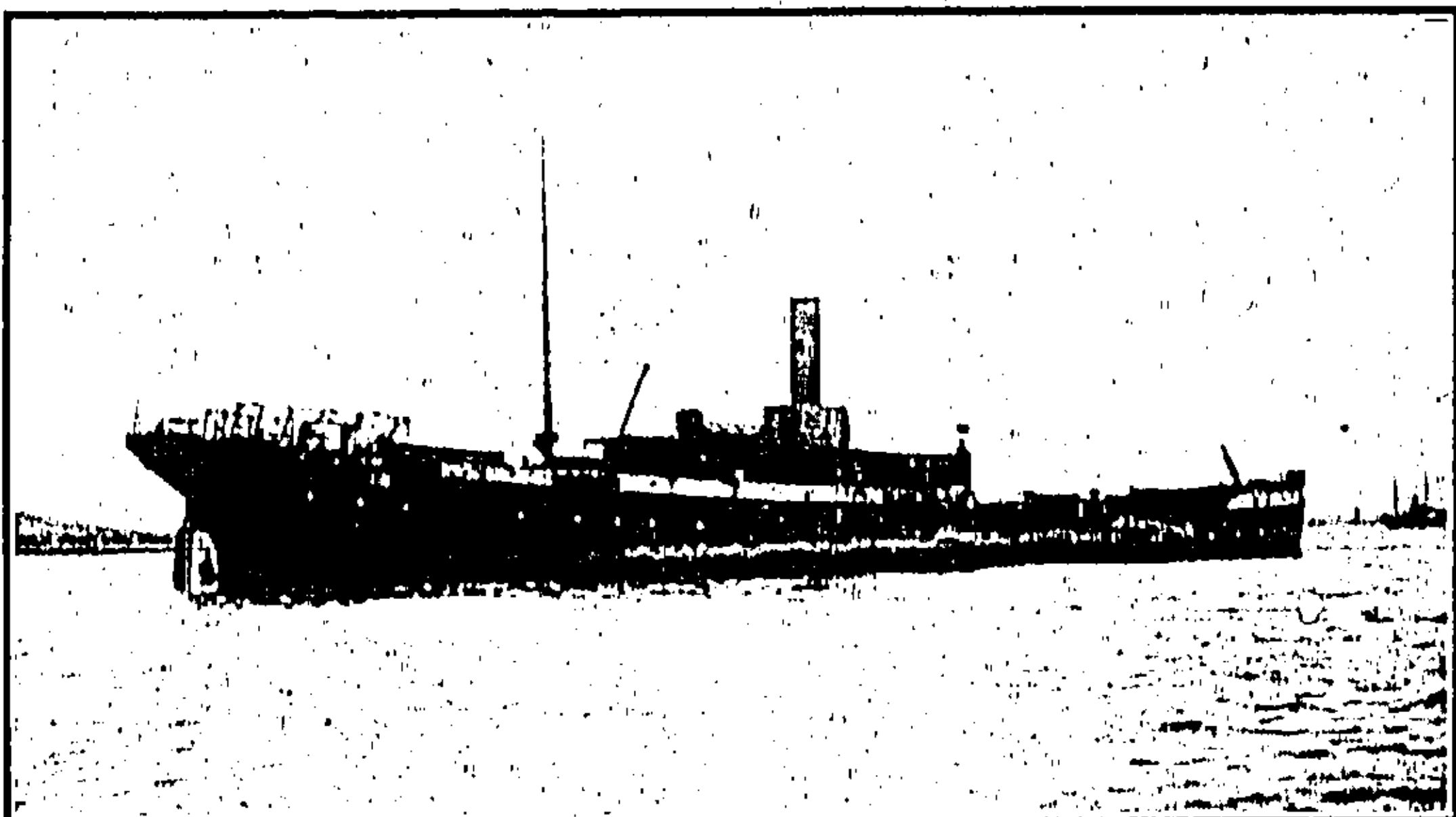
Pictorial Supplement

August 31st, 1929.

YOU HAVE THE COURAGE TO
INVEST MONEY IN MER-
CHANDISE ——— TELL
THE PUBLIC ALL ABOUT IT!

In other words —
ADVERTISE IN

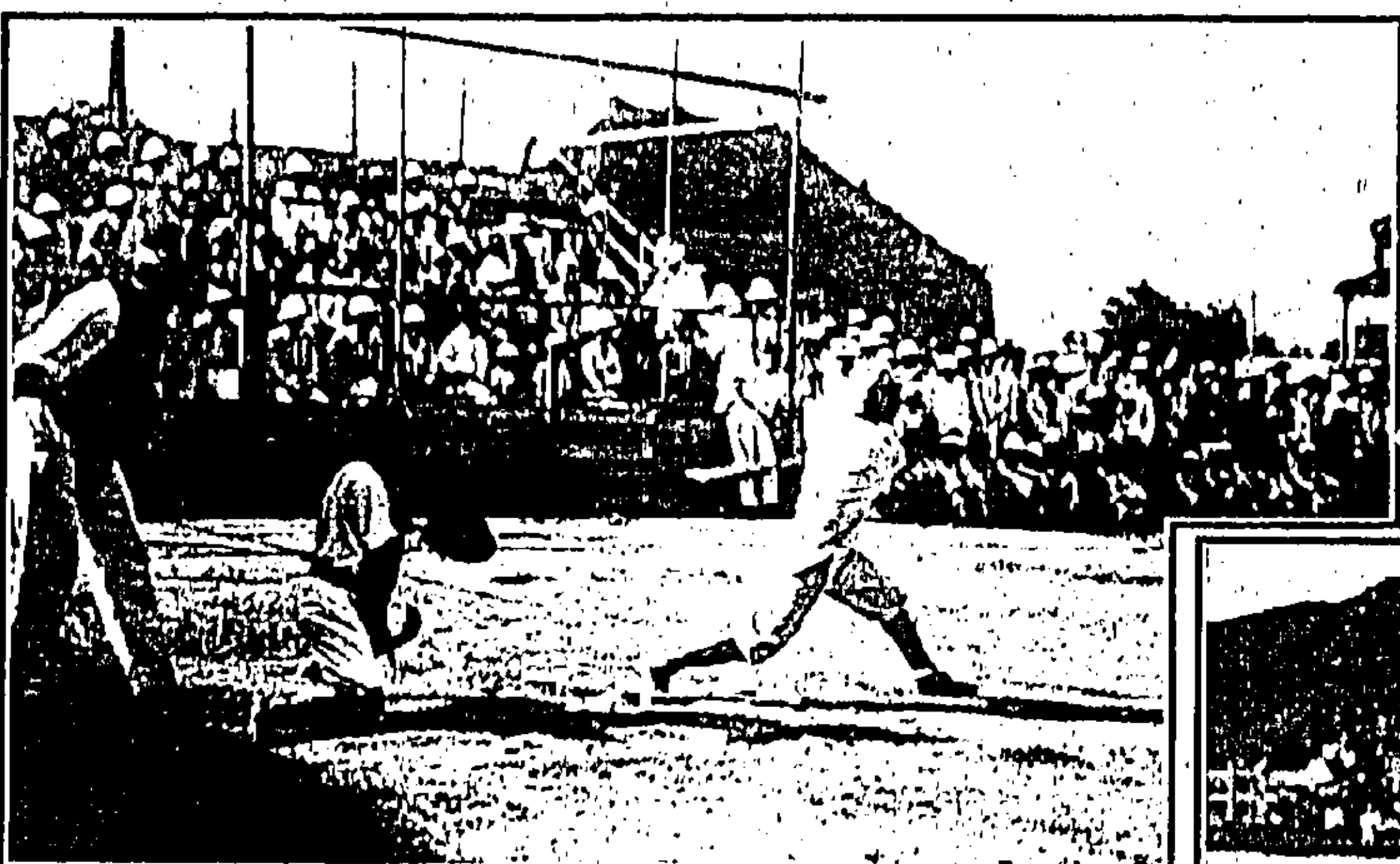
"THE HONGKONG TELEGRAPH."



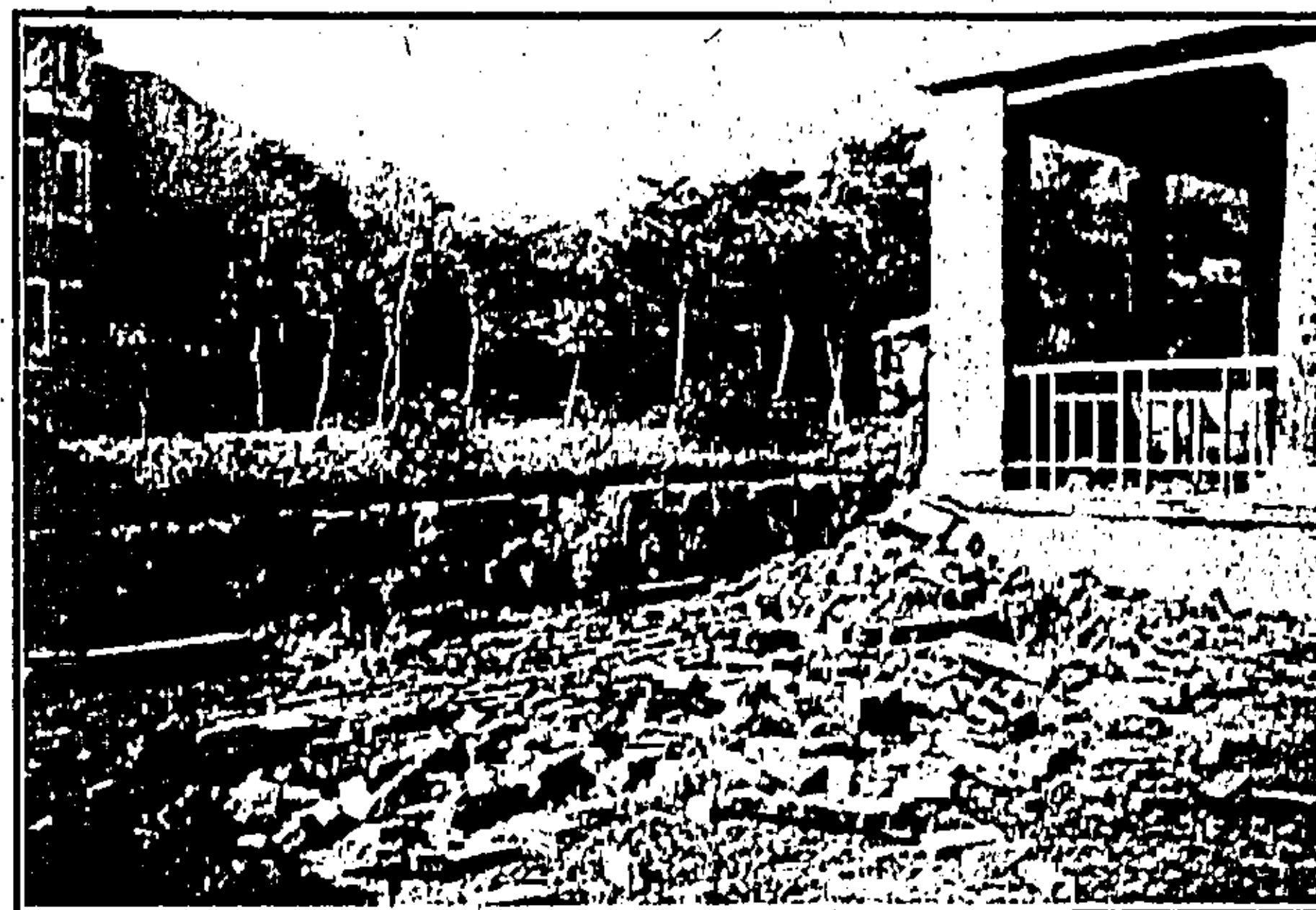
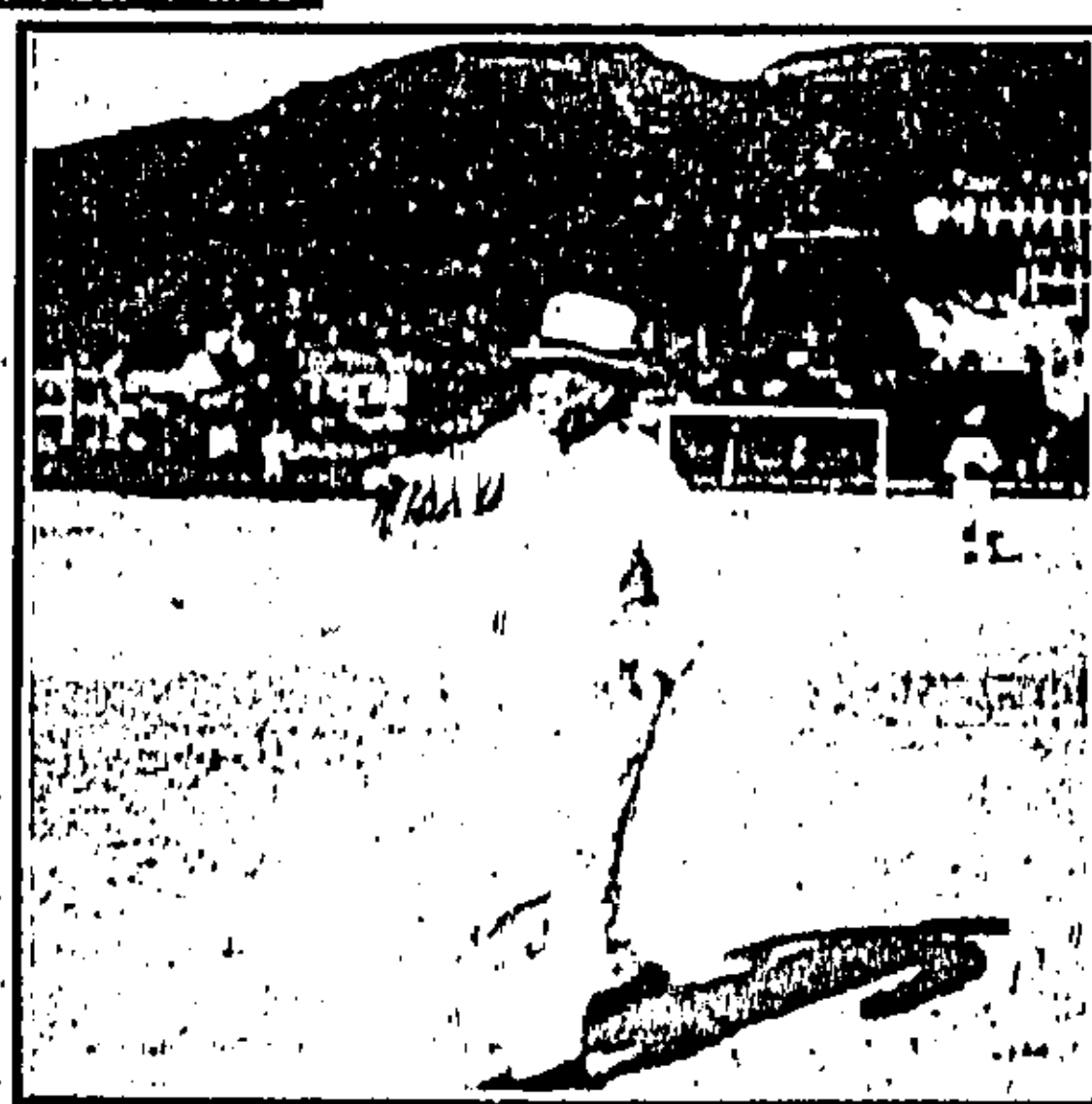
Picture shows the SS. Lok Sun, recently saved by her new owners after going ashore off Summit Island. She is seen off Shamshui after being towed into port. (Photo: Mee Cheung).



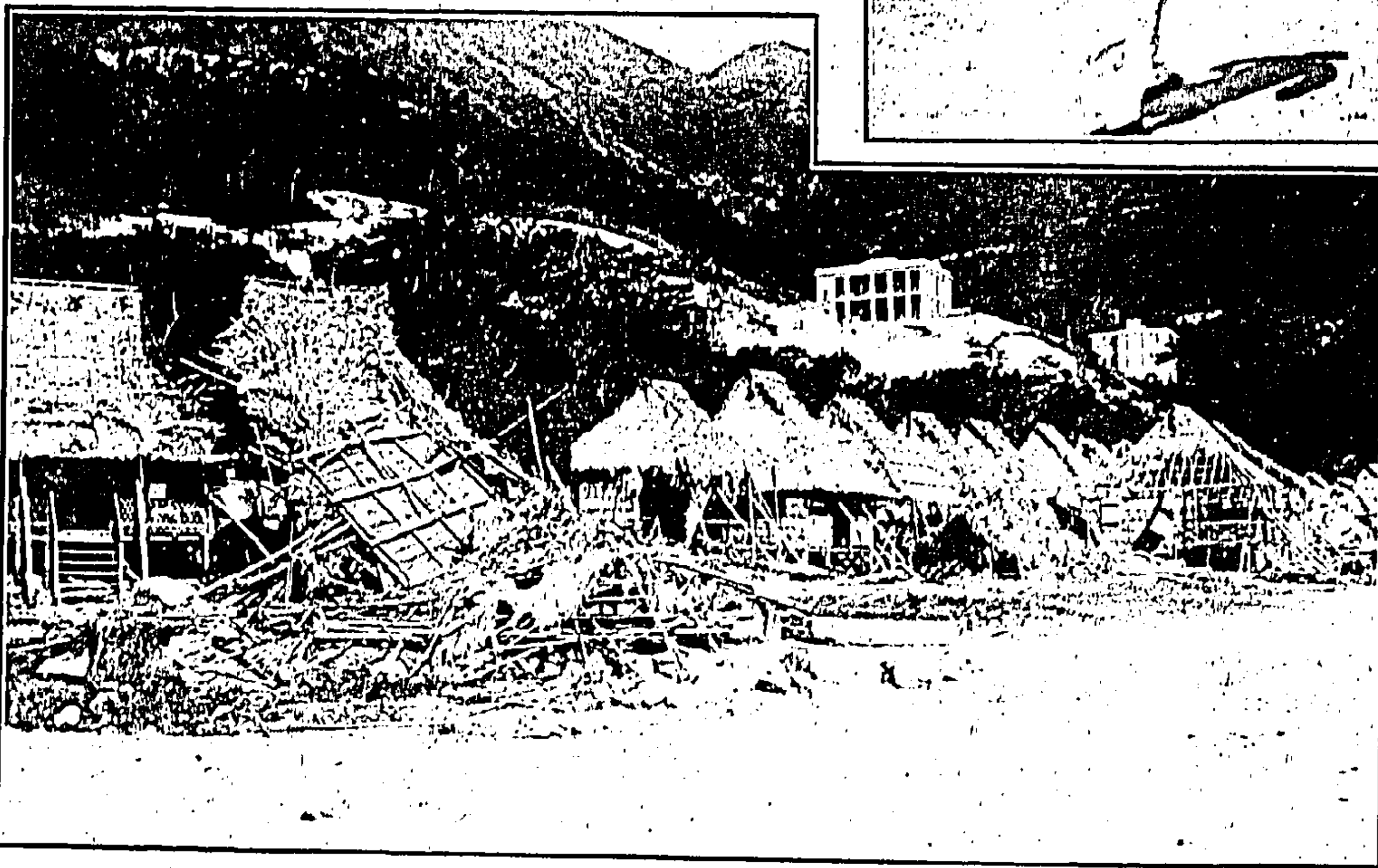
The wedding took place at St. Margaret's Church, Broadwood Road, on Sunday last of Mr. Ting Ming-che, of the Eastern Extension Telegraph Co., and Miss Tam Su-ying. Above is the bridal group taken after the ceremony.



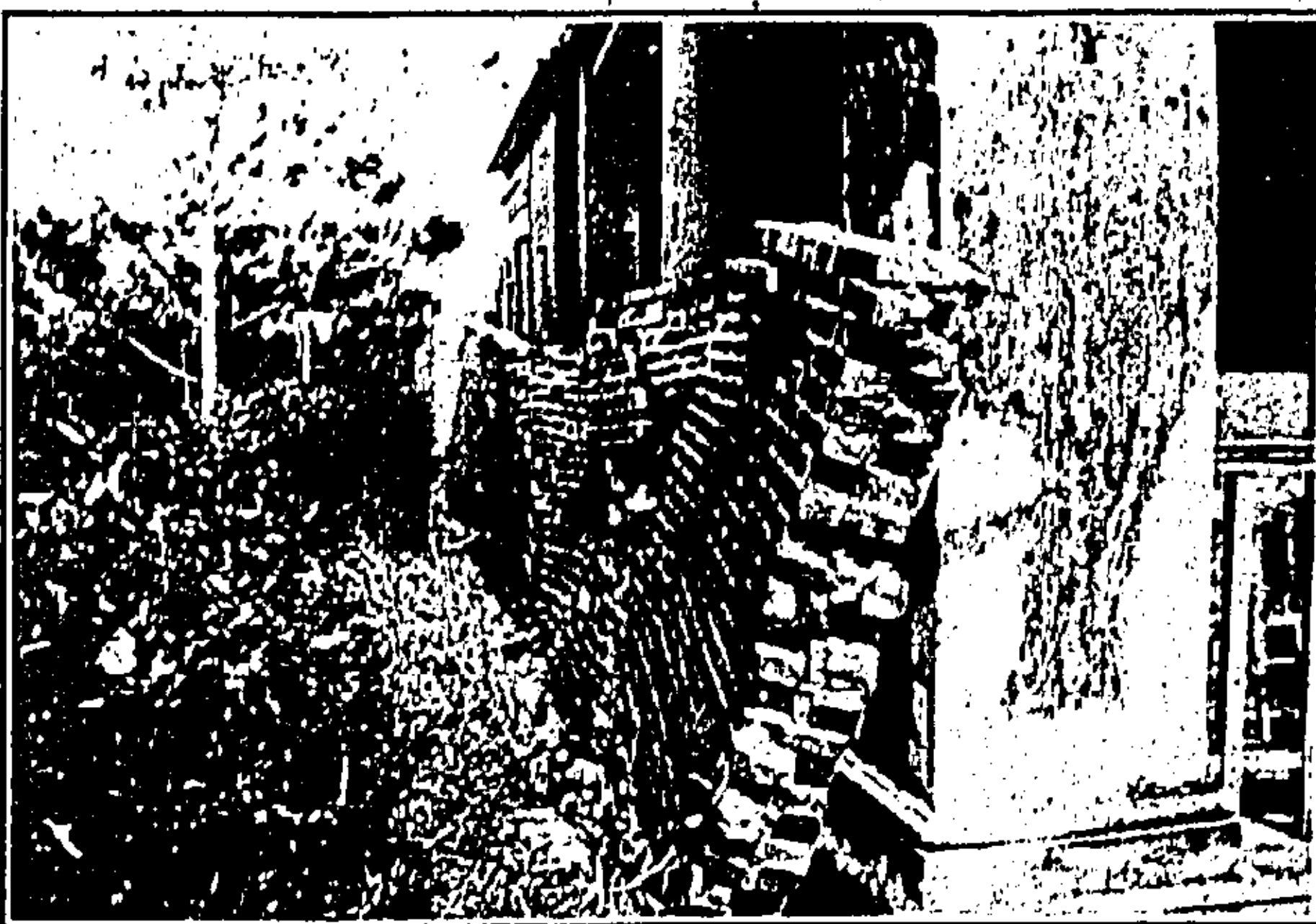
At the opening of the baseball season on Saturday, the Chinese defeated the Japanese by 9-4. Above, the match in progress. Left, Sir Shouson Chow pitching to Mr. R. C. Fredwell. (Photos: Mee Cheung).



The typhoon caused a good deal of damage at No. 19, Broadwood Road, the residence of Mr. L. B. Warren, as is evident from the above picture.



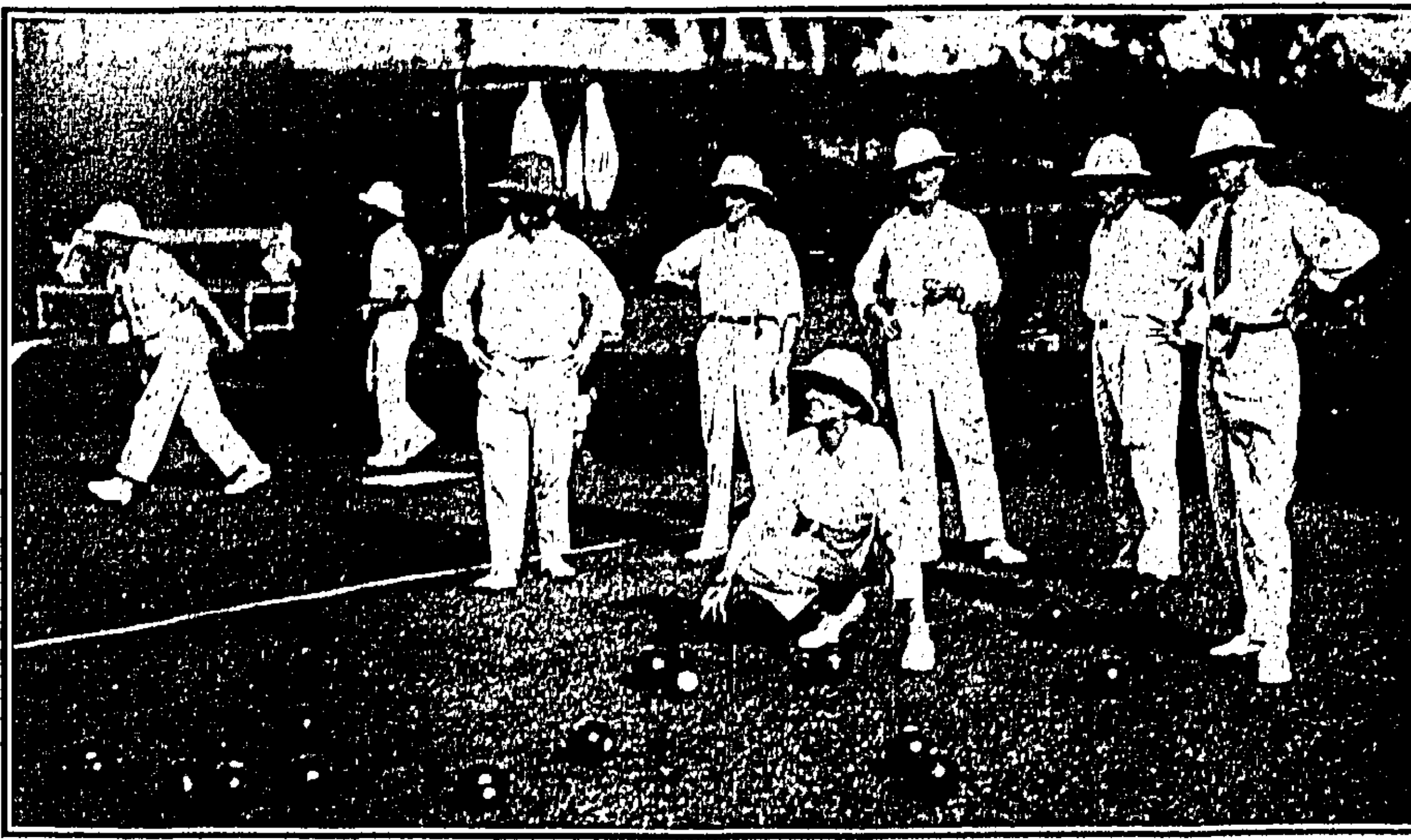
The matcheds at Repulse Bay suffered badly in last Thursday's typhoon blow, some being completely demolished and others partially wrecked. Above picture shows the damage at the eastern end of the beach.



Here is another picture taken at the residence of Mr. L. B. Warren after the typhoon, showing a collapsed wall.



Matcheds near the stream at Repulse Bay fared badly during the recent typhoon, as the above picture indicates.



Here is a good snapshot of the bowls match between Kowloon C.C. and Craigengower, last Saturday, which the latter won, after an exciting contest, by three shots. Overy of the K.C.C., is seen indicating the lie to his skip. (Photo: Mee Cheung).



**OLD
Clothes Made
NEW**

Men's clothing cleaned to look just like NEW. Our process restores the freshness of any garment. A trial will convince you we are experts.

**THE INTERNATIONAL
DRY-CLEANING AND
DYEING CO.**

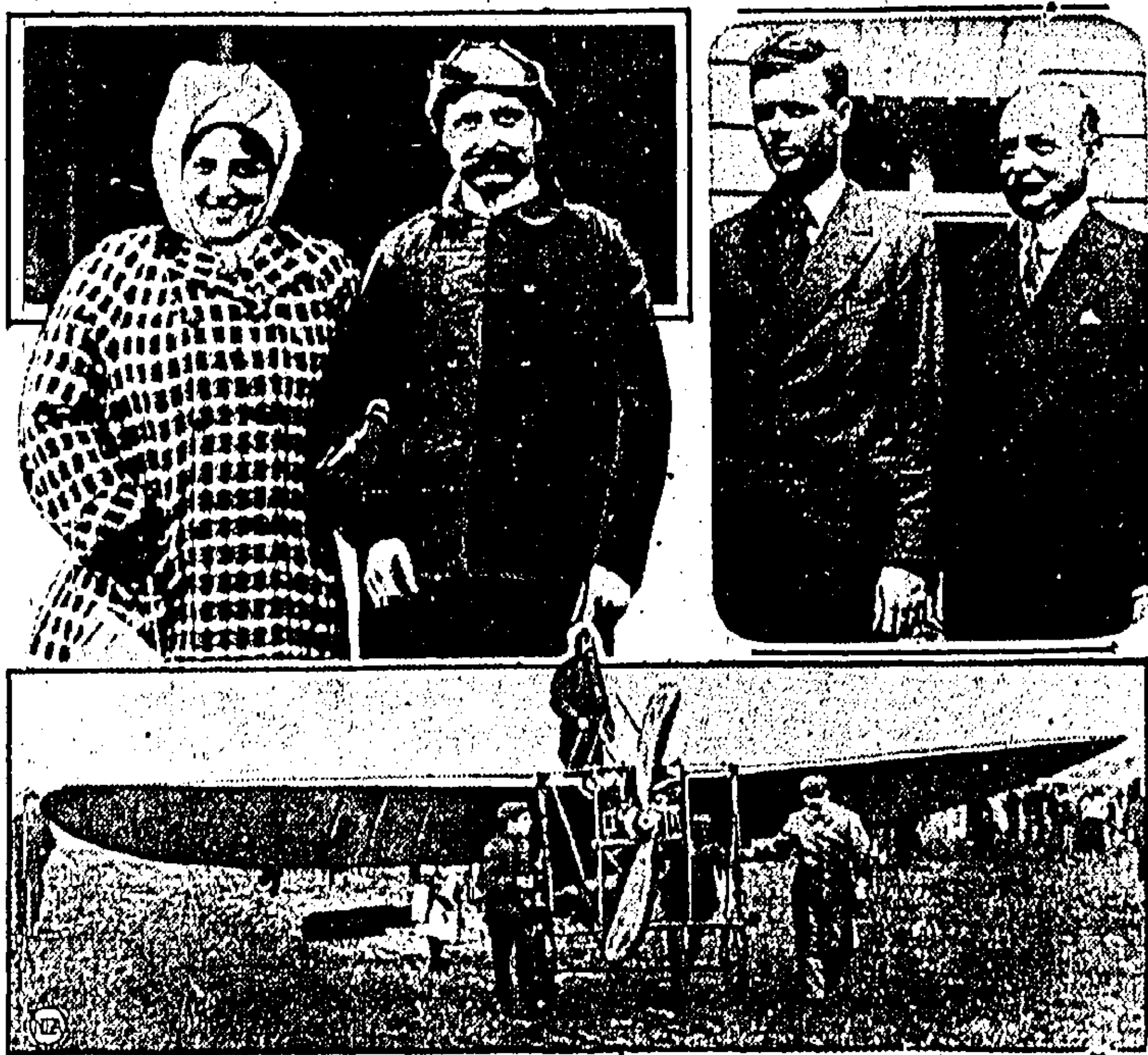
19, Wyndham Street
143, Wong Nei Chong Rd.
73, Gaine Road.
38, Nathan Road.
88, Tai Seng Po, Canton Branch.



Fresh stocks of the following constantly
Arriving:—
**FRESH HERRINGS
FINNAN HADDOCK
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CANADIAN SALMON, Etc.**

**THE DAIRY FARM, ICE &
COLD STORAGE Co., Ltd.**

AFTER TWENTY YEARS. BLERIOT SEES GREAT AERIAL PROGRESS.



"With all my faith, I would have laughed at the suggestion of a Lindbergh within my lifetime," said Louis Blériot, who made the first flight across the English Channel 20 years ago. But Blériot is pictured upper right with the famed colonel, and upper left with his wife after the channel hop in 1909, the Lindbergh of his day. Below you see him standing in his ship at Dover, where he landed and cracked the undercarriage.

"Twenty years after!"

Louis Blériot stood beside his own magnificent Blériot biplane at Le Bourget Field and smilingly watched a huge air liner comfortably carrying 20 passengers come down from a flight of less than three hours from London. The pilot and his assistant strode away unnoticed, the steward polished up plates and glasses after serving refreshments during the voyage and the passengers were hurried through customs for a fast motor trip to the centre of the town.

"Only 20 years after, and if the science of aviation has progressed this far in such a short time, what will my friend Charles Lindbergh see 20 years after his epic trans-Atlantic flight? The world must not be surprised if it sees the Lindbergh Atlantic line as popular for air travel as is to-day the little course I covered only 20 years ago."

Blériot's Epic Flight.

Louis Blériot was reminded of his historic flight, one of the most romantic in the history of aviation. On July 25, 1909, he flew from Calais to Dover, and for the first time linked France and England by air. It took him only 45 minutes, and to-day would seem like nothing for an aviation feat. But then that flight was as stupendous as the first hop across the Atlantic. It gripped the imagination of the world, it shattered boundaries and thoughtful men asked each other what the future had in store with a Blériot in their midst.

Louis Blériot now prefers to look ahead, rather than back, at aeroplanes. It would have a light, though both France and England, weight hull resembling somewhat

arranged fitting ceremonies in honour of his channel flight. He still is a keen aviator and flies all over Europe in his private plane. He never has lost faith in the immense future of high-speed aerial transport, and one of his great aims now is to see the Atlantic conquered, thoroughly and practically, in the same way that the channel has been made a regular aerial highway.

Sees Great Air Future.

"Nothing can stop the airplane," he said. "It knows no boundaries and no elements to defeat it. Look what I was up against. 20 years ago, with a flimsy little craft that could lift just one man. I could see my objective, only about 20 miles away, yet I had to wait upon the weather and the whims of my feeble motor. Folks laughed at me, but I think that even I, with all my faith, would have laughed at the suggestion of a Lindbergh within my lifetime."

"These things have come upon us swiftly, and I predict that greater events in air navigation will come even more swiftly. Lindbergh will be able to greet the pioneers as far beyond him as he was beyond me when I had the happiness to greet him here in Paris."

In the designing office of the big aircraft works which Blériot controls in France, plans are now being worked out for several interesting types of trans-Atlantic heavier-than-air machines.

Planning Post-Plane.

He is interested in a sort of big hybrid vessel, part ship and part aeroplane. It would have a light, though both France and England, weight hull resembling somewhat

that of a ship and driven by a marine engine and an under-water screw. There also would be an arrangement of aero-engines and wings which would drop into position above the hull, enabling the craft to take the air. In an emergency the wings could be discarded and the machine proceed across the water under its own power.

Blériot has devoted his life to the progress of aviation, as Lindbergh is doing now. There is much of a parallel between the two men and their feats. At the time where Blériot was making ready to attempt to fly across the channel, the English aviator, Latham, also was on the ground and there was keen rivalry between the two.

The early morning of July 25, 1909, was clear and the air calm. Blériot got up early and was off before Latham was awake. In landing on a hillside above Dover his plane was partially wrecked and he was slightly injured. Latham took off in pursuit, but came down in the sea and was rescued.

No Reception for Him.

Although many thousands greeted Lindbergh when he arrived in Paris, not a person was on the ground when Blériot came down. The city was still asleep; even newspaper men and photographers. But fame quickly came to the gallant Frenchman and his glory was never dimmed. On the twentieth anniversary of his flight, air squadrons of both France and England were mobilized in celebration. Blériot himself flew his old course in his modern machine and was escorted over and back across the channel by the finest machines available.

NOT QUITE SO SILLY.

LOVE AND THE GIRL OF TO-DAY.

When one considers the question one decides that it is not quite so silly as it sounds, for it seems very obvious to me (writes Jeanne De Casalis in the *Evening Express*), that the modern girl does not love in the same way as her grandmother did.

Fifty years ago the life of a man was very nearly a closed book to girls, and a book which was only a little more opened to his wife.

She knew little of his life outside the home; she asked no questions, and, if she were a daring mortal who did, she would, in all probability, be snubbed for her pains.

Women had their place in those days, and that place, it seems to me, was one from which the observance of the characteristics of the male was not easy.

How simple it was then for girls to build around their men friends a wonderful atmosphere of romance, an atmosphere which even dundreary whiskers and other hirsute appendages failed to dispense.

Because they knew nothing of men they were forced to make up a great deal, and what they did make up was rather too nice to stand the test of experience.

Men had few faults, officially, fifty years ago. This period, I think, was the one representing the peak in the procreancy of man as the "lord of creation," and from this time down to the present day he has descended slowly to a more human, faulty, and much more lovable position.

Fifty years ago there were but few City offices which possessed women clerks of any description, and these few were looked upon rather suspiciously by their staid and top-hatted colleagues.

To-day the City is full of women and they have many opportunities for studying men under conditions which were unknown to their forbears.

The Modern Girl.

The modern girl knows everything about men.

She does not need to guess, in build little romances about her hero, only to have them destroyed by the passing years.

She is able to make a true valuation of man, and is, therefore, better able to estimate his virtues and forgive his faults.

And this ability has improved her. In humanity, good nature, and desire to bear her fair share of responsibility the modern girl has left her elder sisters in the "also ran" class.

She possesses all the graces and kindnesses of the former generation; but, added to these, is that wonderful virtue born only of experience—the virtue of "understanding."

So I think that the modern girl can give a great deal more than the girl of a decade ago.

She can give a companionship which is, perhaps, the most important part of love, and, still more importantly, she can hold a man where her grandmother would lose him, by judging him less harshly when he commits one of those little sins which men are especially heir to.

The emancipation of woman has been a good thing for man.

It has enabled her to view herself, and him in the right perspective.

When Ramsay MacDonald rises to address the House of Commons he must have a hard time keeping from the thought that he is not speaking to a gathering to which family parties have been invited. For the present House of Commons, more than any in British history, is filled with members who are kinfolk.

When "Ramsay Mac"—as he is affectionately called by his friends—turns towards the scented ranks of the Labour party to emphasize a point, his eyes fall with pride upon his youngest son, Malcolm, who is sitting for a constituency in Nottingham. Further along his glance falls upon Arthur Henderson, Sr., a member of his cabinet. Behind are Henderson's two sons—Arthur Henderson, Jr., who sits for Cardiff, and W. W. Henderson, who sits for Enfield.

Brothers Side by Side.

Near them are two brothers, Noel Buxton and C. R. Buxton, both of whom held office in the last Labour Government, the former being minister of agriculture. Both were former Liberals who left that party and joined the Labour cause. Also on the Labour benches there sits the only married couple in the House—Sir Oswald Mosley and Lady Cynthia Mosley.

Sir Oswald is one of the fair-haired boys of the Labour ranks. A baronet, very rich, handsome, talented, he was once one of the rising young men of the Tory party, but left them to become a Socialist. The feeling against this young aristocrat was so bitter that although he was one of the most indefatigable and effective speakers in the recent campaign, many of the Tory and Liberal papers studiously refrained from even mentioning his name.

His beautiful wife—Lady Cynthia—is the daughter of the late Marquess Curzon, one of the last of the old aristocratic Tory grandees. She carried Stoke-on-Trent for the Socialists, thus making a gain for her party. She is a half American, her mother having

spective. She has lost nothing by her new freedom, and he has gained much.

And, in viewing at close quarters the faults of her own sex, she is able to improve her own make up, to discard characteristics which she sees from a study of other women, are objectionable and unsporting.

And when she does fall in love to-day it is usually because she loves, and not because she thinks she loves, or because she has built some wonderful figure of dreams in the place of a man possessed of all the failings which man has specialised in since Adam delved.

The modern girl is not to be judged by the somewhat "hectic" period which followed close upon the ending of the war when everyone's point of view was strained and distorted for a hundred different reasons.

She is entitled to be judged on what she is and does to-day. She has developed in all directions; mentally and physically she is worth three girls of fifty years ago, and her heart is as tender as ever.

KINFOLK IN PARLIAMENT. NEW HOUSE LIKE A FAMILY PARTY.



David Lloyd George and his daughter, Megan, who sit together now in the House of Commons.

been the former Miss Leiter. She is, therefore, a granddaughter of the late Levi Z. Leiter, king of the Chicago grain pit, and is one of the chief heirs of his great wealth.

But, perhaps, the most striking member sitting on the Labour benches is a tall young fellow with the fine head and the long, silky yellow moustache of a poet rather than of a politician. It happens to be Oliver Baldwin, the Socialist son of the former Tory Prime Minister, Stanley Baldwin. Oliver won for his party the seat at Dudley, which is very near the Bewdley district for which his father sits.

When MacDonald lets his eyes stray to the benches occupied by His Majesty's Opposition—the defeated Tory party—he sees some distinguished brothers. Sir Austen Chamberlain, former Tory secretary for foreign affairs, and Neville Chamberlain, former Tory minister of health, both represent their native city of Birmingham.

A STORY OF BALZAC.

WHEN HE BELIEVED HE HAD THE PROPHET'S RING.

Here is a story of Balzac and a wonderful Oriental ring which he possessed.

He had just settled down in his famous villa, Les Jardies, at Ville d'Avray, on the outskirts of Paris. He was, as usual, very hard-up, and also as usual, very anxious to devise some get-rich-quick scheme.

A happy thought came to him in the middle of the night. Settling out for Paris in the dark, he knocked up his friend, Laurent Jan, at two o'clock in the morning. "Get up at once," he said to him, "and pack your traps, and come with me to the Empire of the Great Mogul."

"What for?" his friend asked, and Balzac drew him over to the lamp and showed him a ring which he pulled off his finger. "This ring," he said, "was given to me by the famous historian, von Hammer, when I was in Vienna. He assured me that I should, one day, realise the importance of the

trivial gift. I have now discovered its importance."

He drew attention to certain Arabic characters engraved on the ring, and he went on.

"At a reception given at the Neapolitan Embassy, I asked the Turkish Ambassador what these characters meant."

"The ring which you have there," he said, bowing low, "comes from the Prophet. It has been worn by the Prophet, and it is Prophet's name that is inscribed on it. The English stole it from the Great Mogul about a hundred years ago. They sold it to a German Prince."

"I interrupted him, explaining that Herr von Hammer had given it to me."

"Then go," said the Ambassador, without loss of time, to the Great Mogul's Empire. He has offered tons of gold and diamonds to any one who will restore the ring to him. So I am going and you must come with me, in order that all this wealth may be ours."

But Laurent would not go, though Balzac quarrelled with him for refusing to do so; and it remains uncertain to this hour which of the two men had been the victim of a practical joke.



Loretta Young, the charming First National cinema star, whose most recent pictures are "Scarlet Seas," "The Squall," "The Girl in the Glass Cage" and "Fast Life."



Recently, the Great Western Railway express, leaving Swindon at 8.45 for Paddington, was speeded up so that the 77 miles is now done in 70 minutes. Our photograph was taken as the express passed Ruscombe Church, near Twyford, on its first run, which was accomplished within scheduled time at an average speed of all but 6 1/2 miles an hour. This is probably the highest booked speed, start to stop, in the world. The engine was the Llancafellon Castle, one of the well-known 4-6-0 Castle class. (Times copyright).

Fashion's New Complex for Roundness



I
Redfern Poses Four Ruffles
In a Curved Line
To Achieve This Stunning
Formal Afternoon Suit
Of Grege and Black Taffeta.



II
Marcelle Lely Achieves a Delightful Effect
By Trimming This Aristocratic Black Velvet Hat
With Pliant White Bakou Straw.

Angles Are Out.
And Princess Lines.
Curves, Ruffles
And Scallops Are
Decidedly Good



III
This Afternoon Frock
From Philippe and Gaston
Approaches the Flare of a Period Gown.
Black Taffeta With a Small Floral Design
Is Draped And Shirred Profusely,
As These Two Views Indicate.



IV
Bernard et Cie Uses
Blond Tulle for
This Summer Ensemble.
Its Applied Flowers
Are Hand Made
In Red and Beige
Mousseline de Soie.

STYLES on the straight and decorations on the square are decidedly out. Curves are the chic thing right now. Princess lines are excellent, for Dame Fashion shows a preference this summer for tight bodices that curve in at the waistline and round out over the hips.

It is not only in silhouette that the curved line is more chic than the straight. Ruffles are likely to be posed in arcs rather than in sharp, pointed lines. Scallops abound as trimming. Circular skirts are decidedly good. Hats are apt to have their brims curve downward in gentle, rounding manner.

In line with this fondness for curves, styles emphasize the waistline. Even nonchalant cardigans have dignity instilled into them via belts.

Waistlines mount day by day until the normal placing is the accepted one of the moment, with a possibility of a return to high-waisted fashions by fall.

These changes are essentially a complete reversion to things utterly feminine. Therefore little extras that lend softness to one's appearance are in good taste.

BLouses feature the most flattering collars, instead of harsh, plain necklines. If a neckline boasts no collar, it is more apt than not to be scalloped, finished in fine handwork or even bear lace or embroidery as a decoration.

More fullness in skirts is another concomitant factor. Pleats grow deeper and more numerous. The gored skirt is winning its way back after an absence of a decade.

Infinite care is taken with cuffs these days. Ties are of importance also. Hat decorations are more varied and beautiful. Ruffles and other edges of a frock are hand-bound, often, in color or the other side of the material. Pippings are in excellent taste, especially if they are subtle and only show at close range. Flowers adorn many party frocks, woven into the garment's making, or fashioned of ribbon or silk and applied on.

All this, of course, makes the task of choosing clothes tremendously difficult. Since they are so individualized now it is possible for women to suit their types more exactly than they have ever been able to do before. But, failing to know their types, it is also possible to run amuck and buy too many extras or costumes with too much decoration on them.

I. LONGER skirts are one of the accompanying factors in the new fitted modes. This stunning Redfern suit for formal summer wear portrays this trend.

The fabric is one of the new woven taffetas, much smarter, according to Paris, than the printed ones. This is grege and black, with much more of the silver than the dark.

The frock has a rounding neckline and a semi-fitted

princess bodice which extends to the hipline. From there, four little ruffles curve gracefully up in front and down on the sides and in back, though the difference in length in front and back is much less than the exaggerated lines of spring.

The coat of this suit is the sweetest part of it. Its collar of self-fabric frames the face, ruffled as it is. Below the ruffle gray fox makes a little cape collar. The sleeves flare and the bottom edge of the coat is a ruffle.

II. MARCELLE LELY achieves this flattering hat with curved brim by using white bakou to trim a black felt. The banding of bakou curves from high on one side to nothing on the other and in reverse order curves to real width in the rolled brim.

This hat is excellent for wear with the little dress-maker blouse illustrated, of white satin with an unusually feminine collar made of black and white satin, joined in scalloped lines.

III. THIS afternoon dress from Philippe and Gaston is really a period frock, but because it is for afternoon rather than evening it does not feature the tight bodice, but rather allows quite a little fullness in it. It is made of black taffeta with a small floral design. Its bodice is shirred slightly in vertical lines at the sides of the waistline to give a fitted effect. From there it rounds into a little yoke from which the very full skirt hangs in fine shirring.

Its trimming is a double ruffling of the material around the bottom of the scalloped skirt, the tight cuffs and the neck.

This frock has another feature that is new and likely to be repeated many times this fall. It brings back again the idea of a little vest of light color to lighten the garment, with the bodice falling loosely over the vest. Lace is used by some of the new frocks for "fronts," so is flesh georgette, chiffon or tulle.

IV. ILLUSTRATING the new fashions in many ways is this little blond tulle evening ensemble in which Bernard and Cie have used blond tulle over a matching slip. The little cape which rounds to beauty in its circular cut is tulle, edged in ruffling of matching mousseline de soie.

The gown shows the normal waistline trend, the use of curves in decorating the skirt for all of its tiers are cut circular and posed in arcs. Moreover, the gown has a charming little trim of three big flowers atop green stems that extend from the left side of the waistline. The flowers are many shades of rose through to red used in conjunction with beige mousseline de soie. All the edges of the flounces are finished in this, too.

TO OUR READERS

We shall be pleased to receive photographs of interest for reproduction in this Supplement.

Hongkong Telegraph.

Pictorial Supplement

August 31st, 1929.

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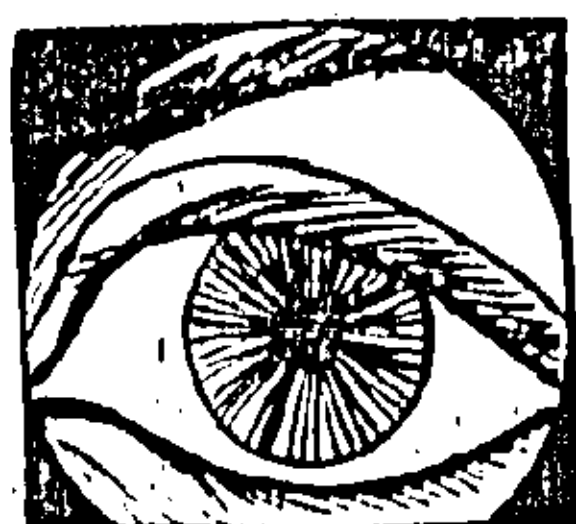
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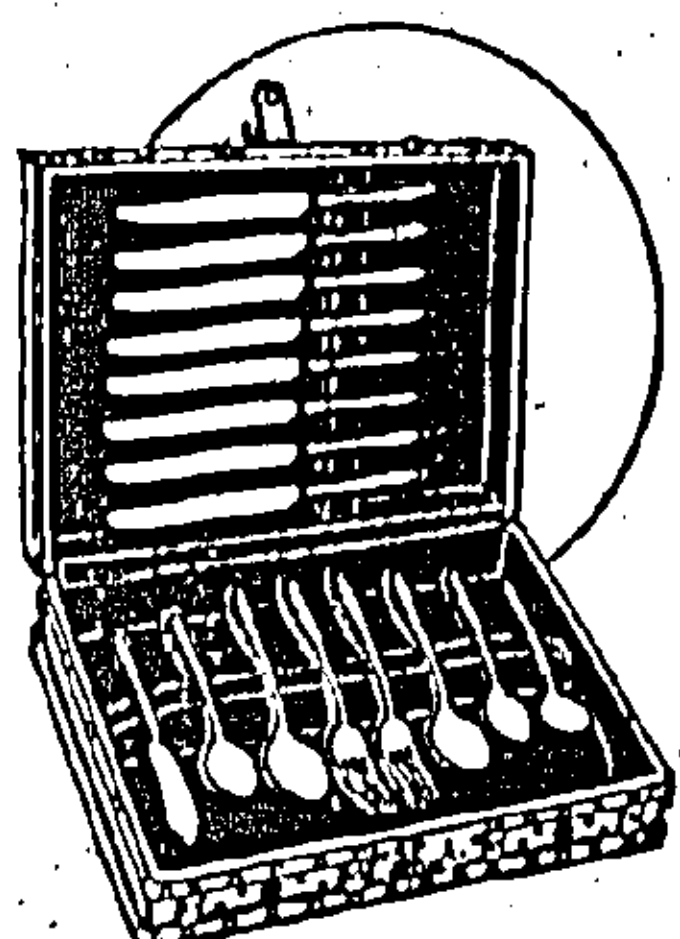
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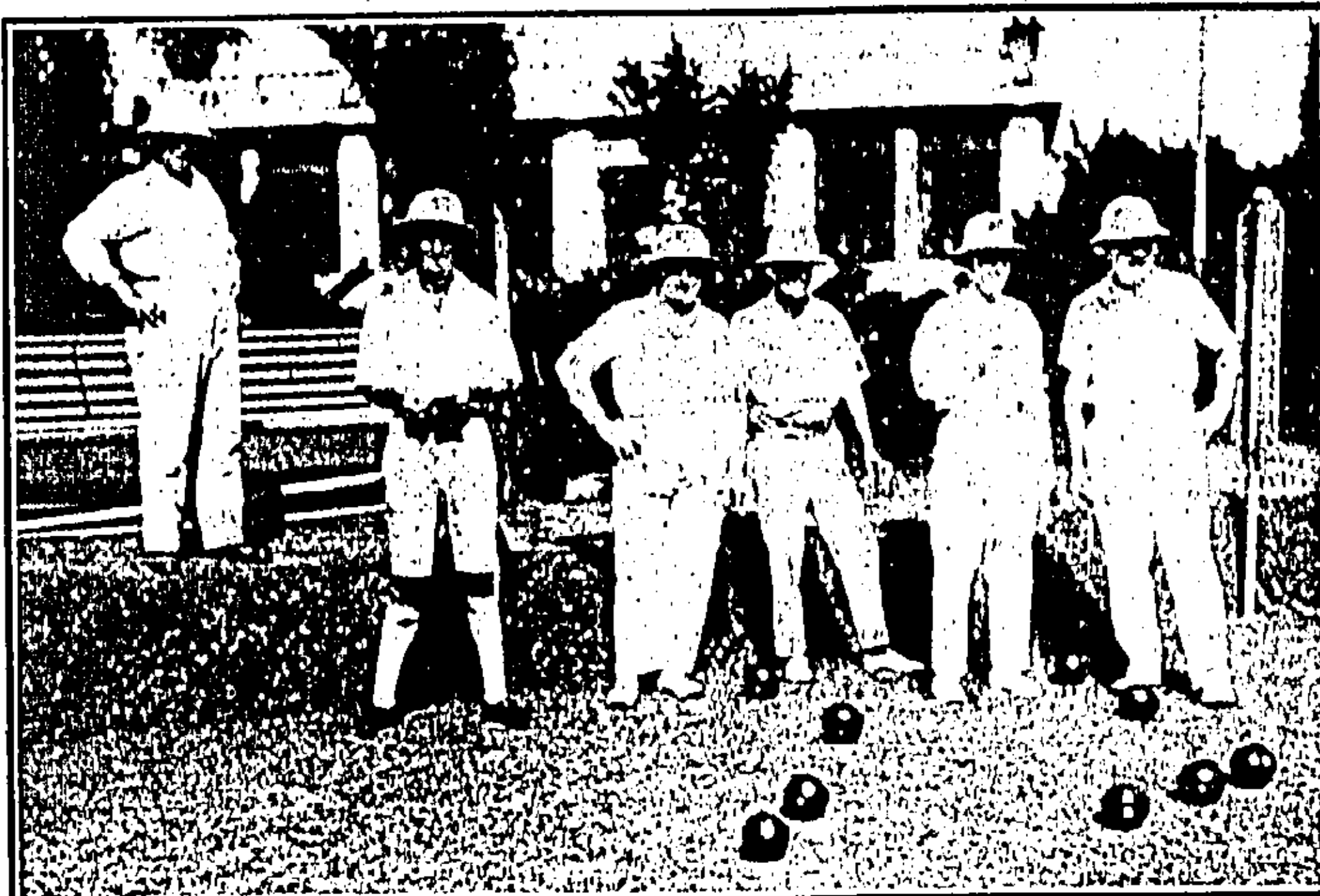
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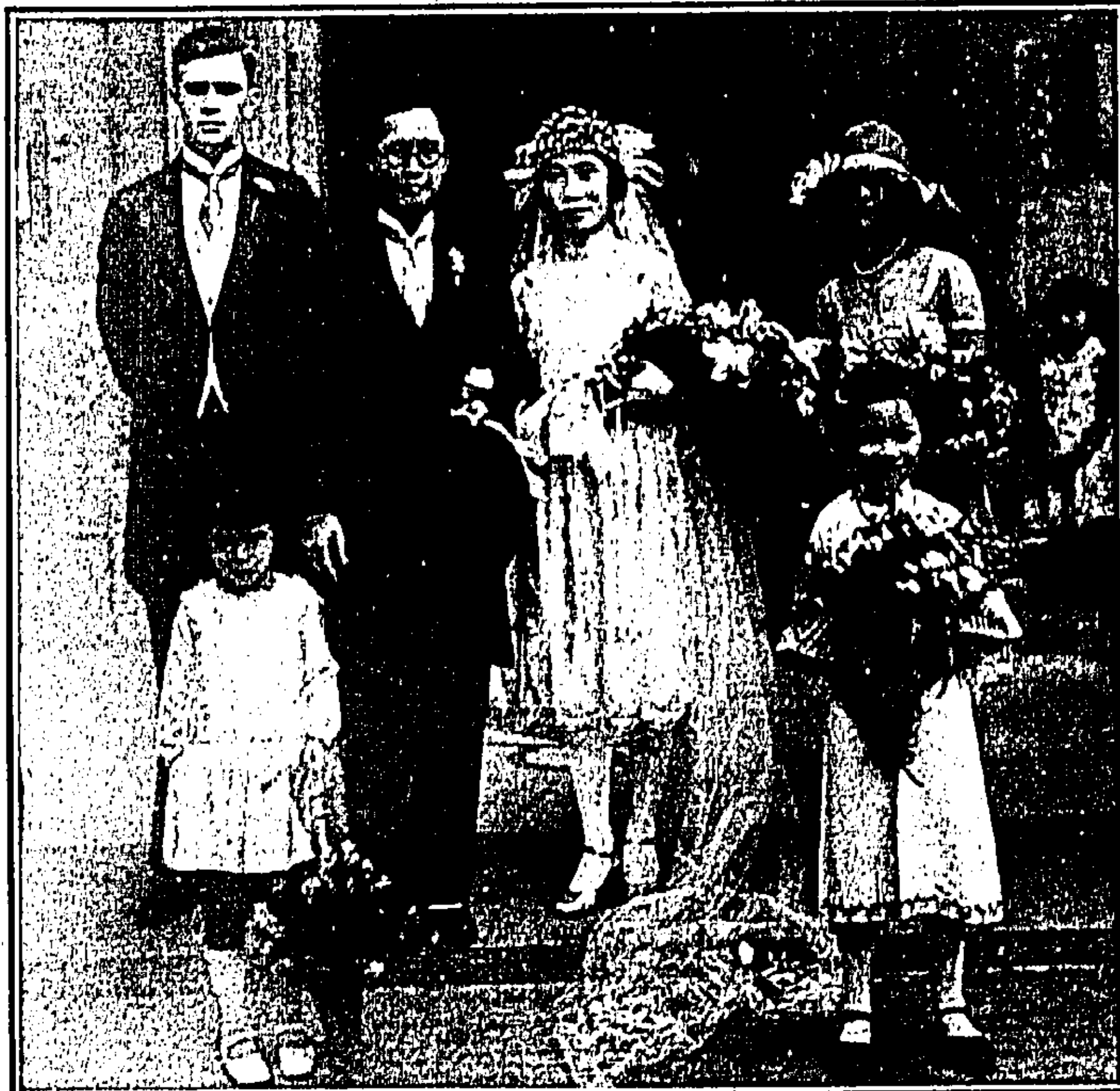
J. ULLMANN & Co.
CHATER ROAD.



Kowloon Dock playing at home on Saturday lost to the Bowling Green Club by five points. Above is a snap of one of the heads. (Photo: Mee Cheung).



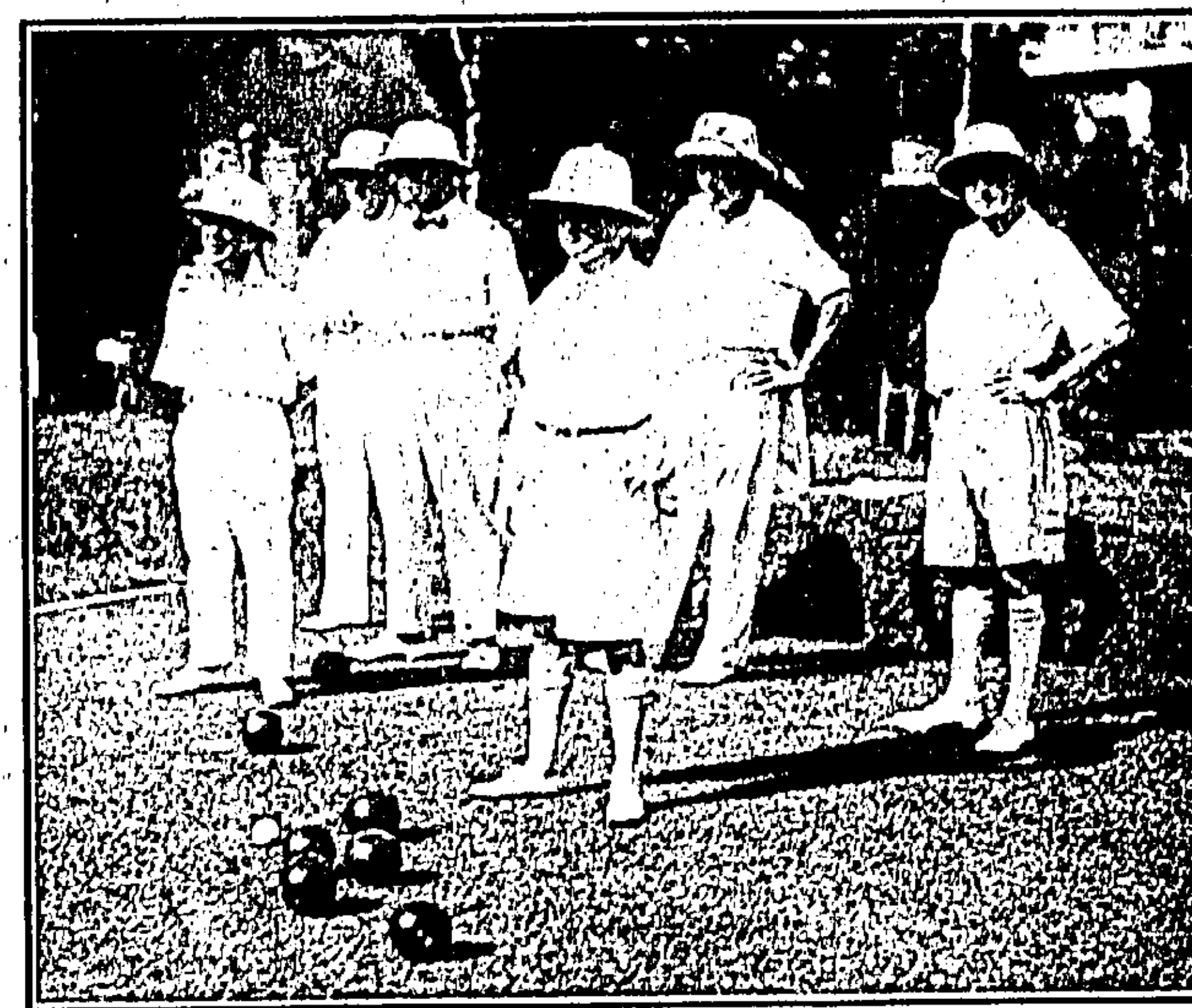
Play during the baseball game between the Filipinos and the Hongkong Baseball Club, which the former won by eleven to nine. (Photo: Mee Cheung).



Group taken after the wedding last Sunday of Mr. Jerome Edward Lau and Miss Mary Suljan Tang, daughter of Mr. and Mrs. Joseph Tang Kwai-Fong. (Photo: Ming Yuen).



This is reproduced from a water colour painting of "The Wailing Wall" at Jerusalem, the situation of which has caused the troubles in Palestine. The painting is by P. A. T. Stephenson.



Another snapshot taken at the bowls match between Kowloon Dock and Kowloon B.G.C. on Saturday last. (Photo: Mee Cheung).



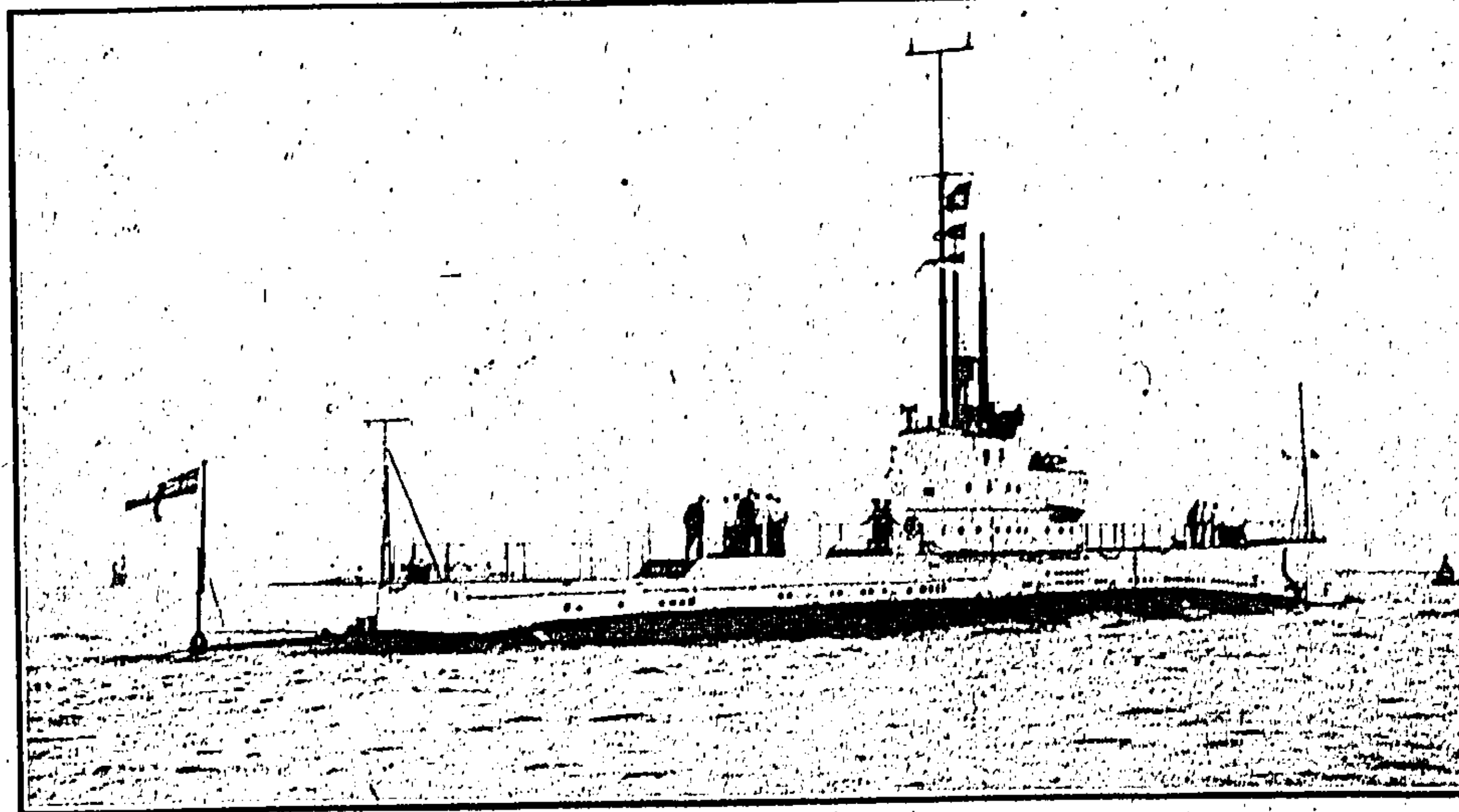
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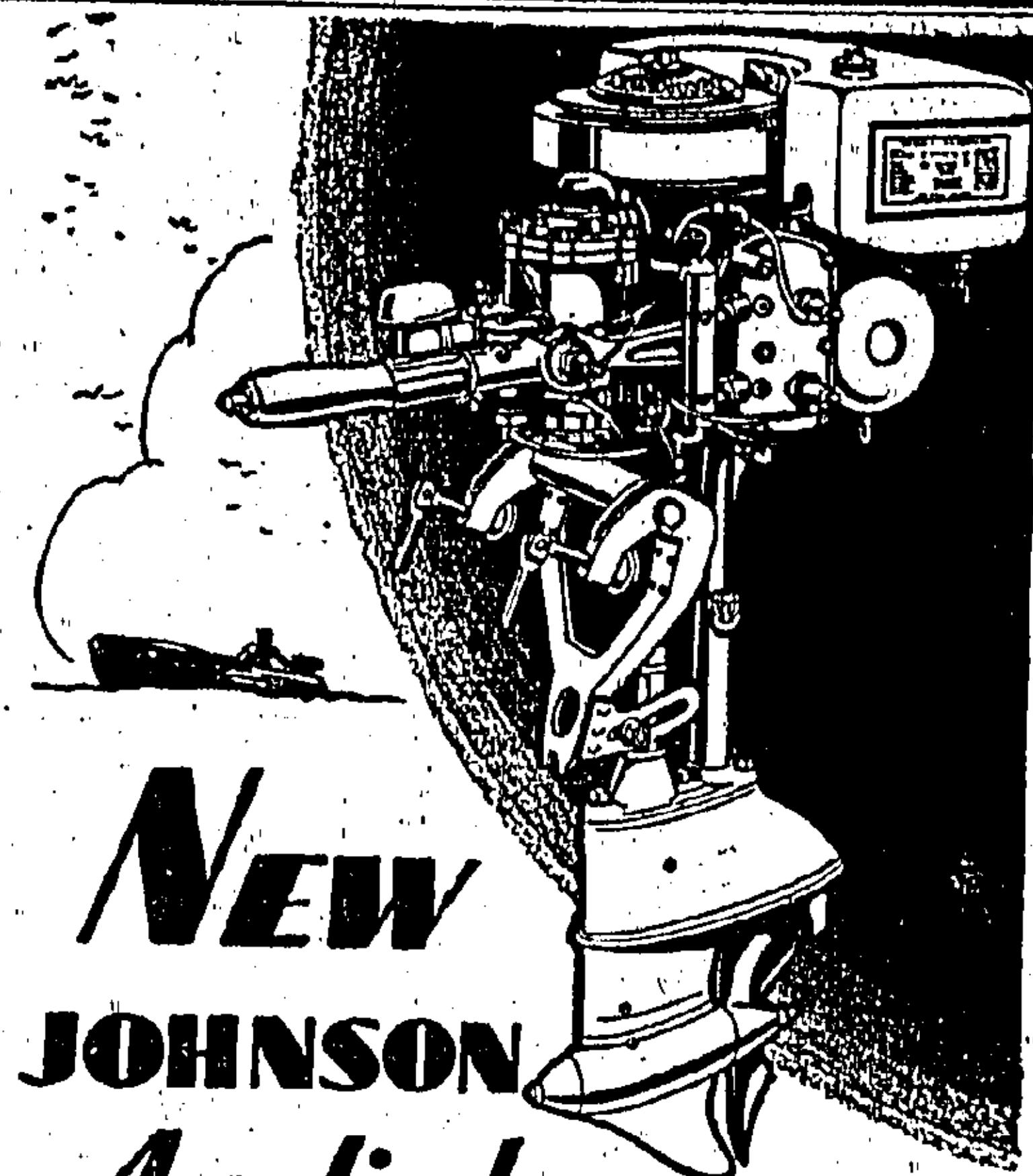
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WHITEAWAYS



A charming picture of Princess Elizabeth on her way to a children's party. (Photo: Central News).



A full length view of H.M.S. "Odin" after leaving Chatham Dockyard to carry out her trials. This submarine cost £450,000, and is shortly to be stationed in Hongkong. (Photo: Central News).



NEW JOHNSON 4 cylinder SEA-HORSE

HERE is the king of the Sea-Horses—Johnson Sea Horse 32. It is a high speed Class D motor and this season has hung up records of speed, endurance and power all over America.

This Sea Horse is equipped to give its owner everything he can ask.

The Johnson Release Charger is one of the contributing factors to the efficiency of this leader of outboard motordom. With this Johnson invention, starting is certain and its ease is so marked that the exertion is negligible. An easy tug of the starting rope starts the Sea Horse on its way.

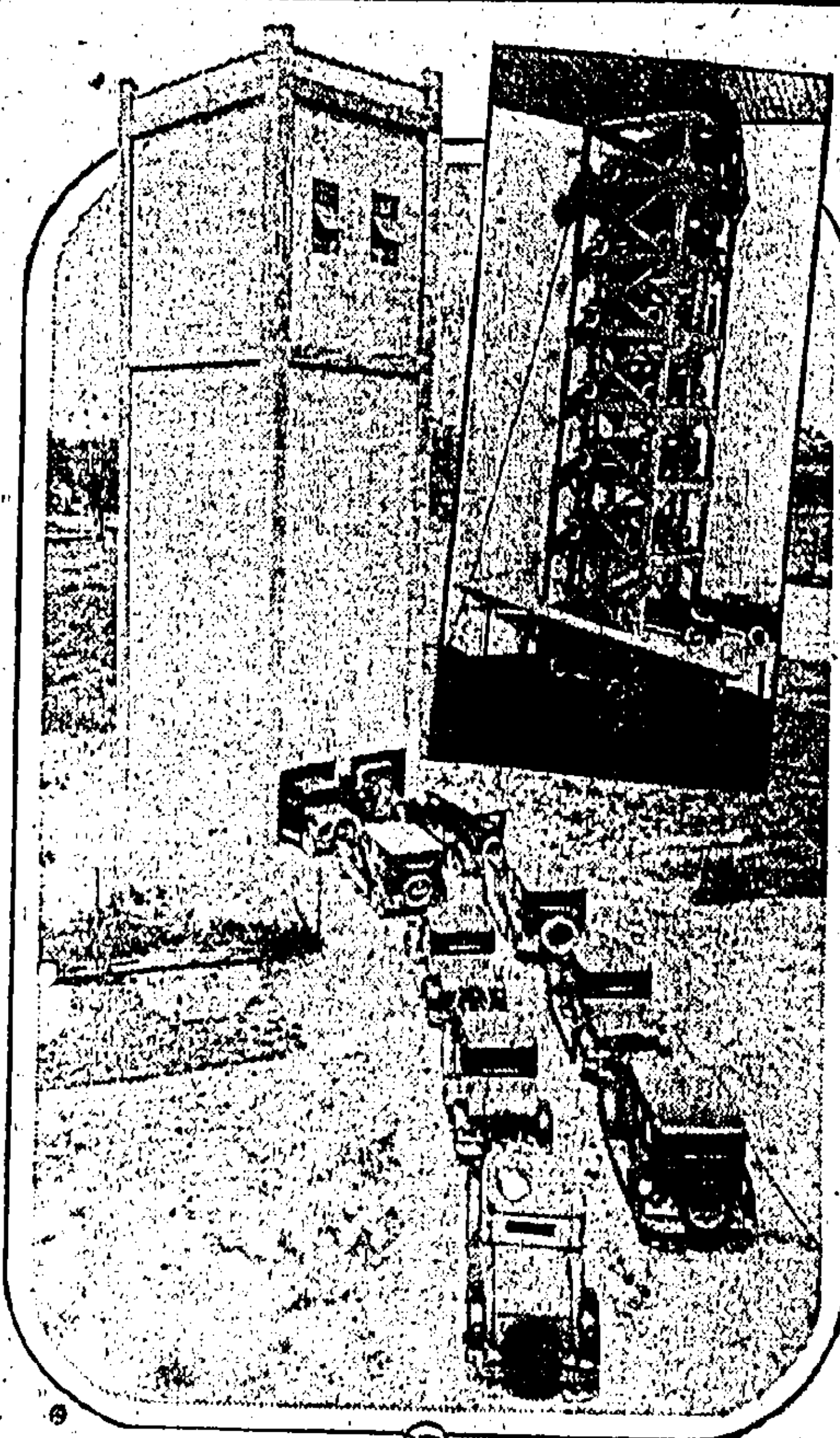
This powerful motor is so quiet that even at high speeds all the noise heard is the sweetly reassuring whir of smooth-running machinery. The Johnson Underwater Exhaust does away with exhaust noises and exhaust fumes as well.

There are other Johnson Sea Horses—they range in price from \$115 to \$325 f.o.b. Waukegan, Ill. Easy payments if desired.

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PARK IN THE AIR!



Parking tower and (inset) how it works.

Sandusky, O., U.S.A., July 17.—The latest answer to the ever-recurring question, "Where can we park?" comes from this city. It is, "Park in the air."

On the ground space of a two-car garage, J. E. Morton has erected a steel and concrete tower in which there are spaces for 10 machines. It could be built high enough to take care of 60 machines, says Morton.

Inside the tower, platforms are attached to an endless chain mechanism. There is a separate key or push button for each platform. If you are a tenant, you turn your key or press your button, and the platform for your car automatically comes to the door and you drive in. Then, when you leave, it is automatically raised.

When you want to take your car out, you go through the same simple process—turn your key, and the platform comes down with your car.

Architects and engineers from all parts of the country are looking over the tower with the idea of incorporating it in new office buildings and apartment houses, like elevator shafts.

USEFUL HINTS.

Another Use for Your Oil Gauge.

While the oil-pressure gauge on the instrument panel is designed merely to indicate the degree of pressure in the engine lubricating system it sometimes can be used to tell how much oil is in the crankcase. Because of its use in this connection the instrument is valuable in guarding against running out of oil.

Should the oil pressure become unusually low there would be good reason to assume that the engine is badly in need of additional oil. If, for instance, there is only half the usual amount of oil in the engine this amount has to do twice as much work as ordinarily. This heats the oil and thins it. Pressure falls.

Thus the oil-pressure indicator may warn of a reduction in quantity as well as in quality very much as the oil quantity indicator on the engine may indicate excess dilution when it reads too high.

MOTOR REVENUE.

£15,733,036 in Three Months.

BRITISH TAXES.

A return has been issued by the British Ministry of Transport giving particulars of the gross receipts from the taxation of road vehicles from December 1st, 1928, to February 28th, 1929, and of the number of new motor

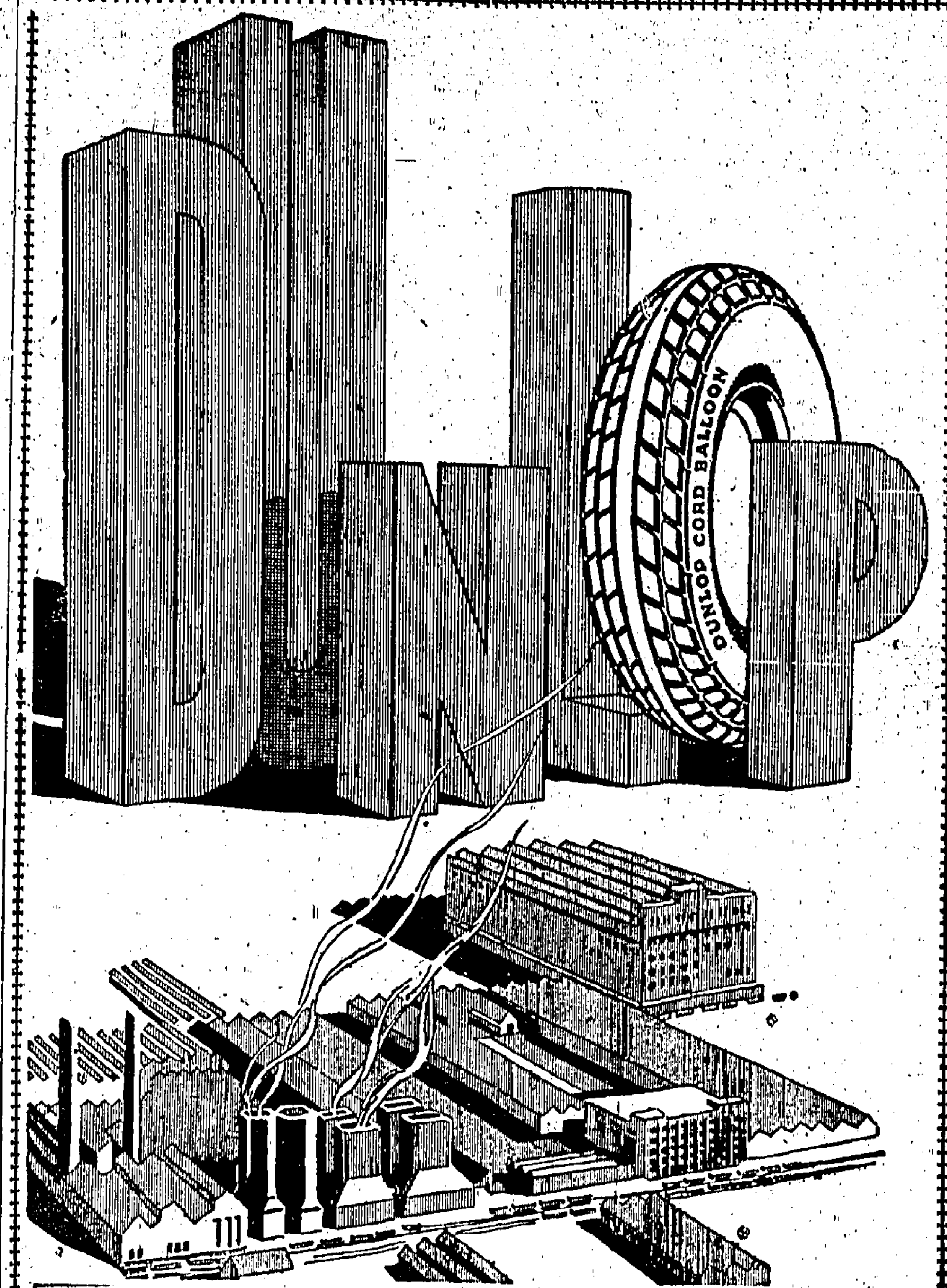
vehicles registered during the months of December, 1928, January and February, 1929.

The gross amount received in payment for licences issued during these three months was £15,733,036. The gross amount is subject to deductions in respect of rebates, refunds, statutory deductions, including costs of collection and administration and the proportion due to the Exchequer, under the Finance Act, 1926, from the net receipts of the

taxation of motor-cycles and vehicles taxed on horsepower.

Particulars are given of the total number of licences issued and surrendered and of the approximate number of licences current on February 28th. The total number of motor vehicles, excluding trams and trade licences, was approximately 1,181,000, including 727,000 cars taxed on horsepower, 343,000 motor-cycles, 301,000 motor goods vehicles, and 75,000 motor

hackneys. During the three months 32,113 motor vehicles were registered for the first time, including 37,193 cars taxed on horsepower, 11,794 motor-cycles, 10,590 motor goods vehicles, and 1,471 motor hackneys. The return includes details of the numbers of each class of vehicles newly registered by each licensing and registration authority and an analysis of the principal classes according to the various taxation scales.



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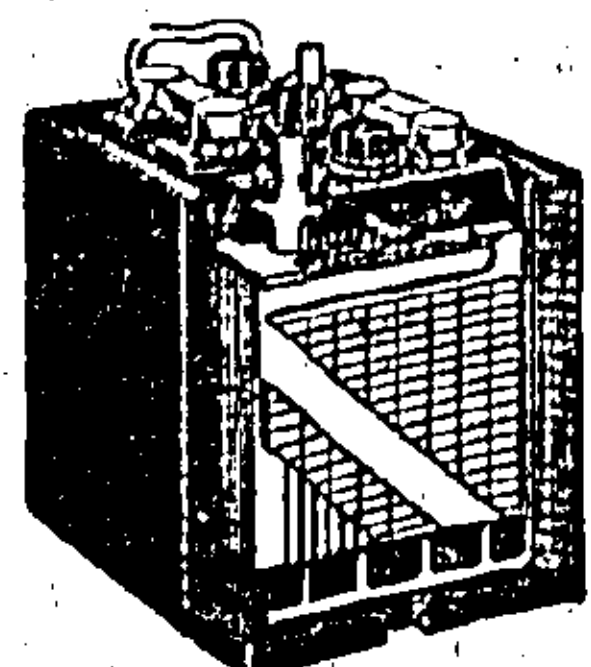
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6	60	A 611 SF	"	9 1/2 X 16 X 7 1/2	16 X 9 1/2	39.00	1
6	100	A 615 J	"	10 1/2 X 17 X 9 1/2	16 X 9 1/2	40.00	5
6	112	A 613 SF	"	10 1/2 X 17 X 9 1/2	16 X 9 1/2	45.00	2
6	135	A 615 SF	"	11 1/2 X 17 X 9 1/2	16 X 9 1/2	53.00	3
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12	75	A 172 SF	"	13 1/2 X 17 X 9 1/2	16 X 9 1/2	54.00	7
12	92	1211 501 K	"	17 X 17 X 16 X 9 1/2	16 X 9 1/2	85.00	12
6	12	613 H	Special	8 1/2 X 16 X 7 1/2	16 X 9 1/2	20.00	4
6	85	613 H	"	10 1/2 X 17 X 9 1/2	16 X 9 1/2	22.00	12
6	100	615 J	"	10 1/2 X 17 X 9 1/2	16 X 9 1/2	25.00	5



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254 Miles Course.

A feature of the race for the Bugatti Grand Prix which was held at Le Mans, (France) circuit recently was the high speed and low petrol consumption of the cars that finished.

Zanelli, the winner, drove a

2000 cc. non-supercharged Bugatti fitted with two Solex carburetors, at an average speed of 78.7 m.p.h. His petrol consumption worked out at 21 miles to the gallon, a remarkable performance for an amateur driver in a car weighing 18 cwt. Six cars finished the race, which was 254 rounds of the circuit, or 254 miles.



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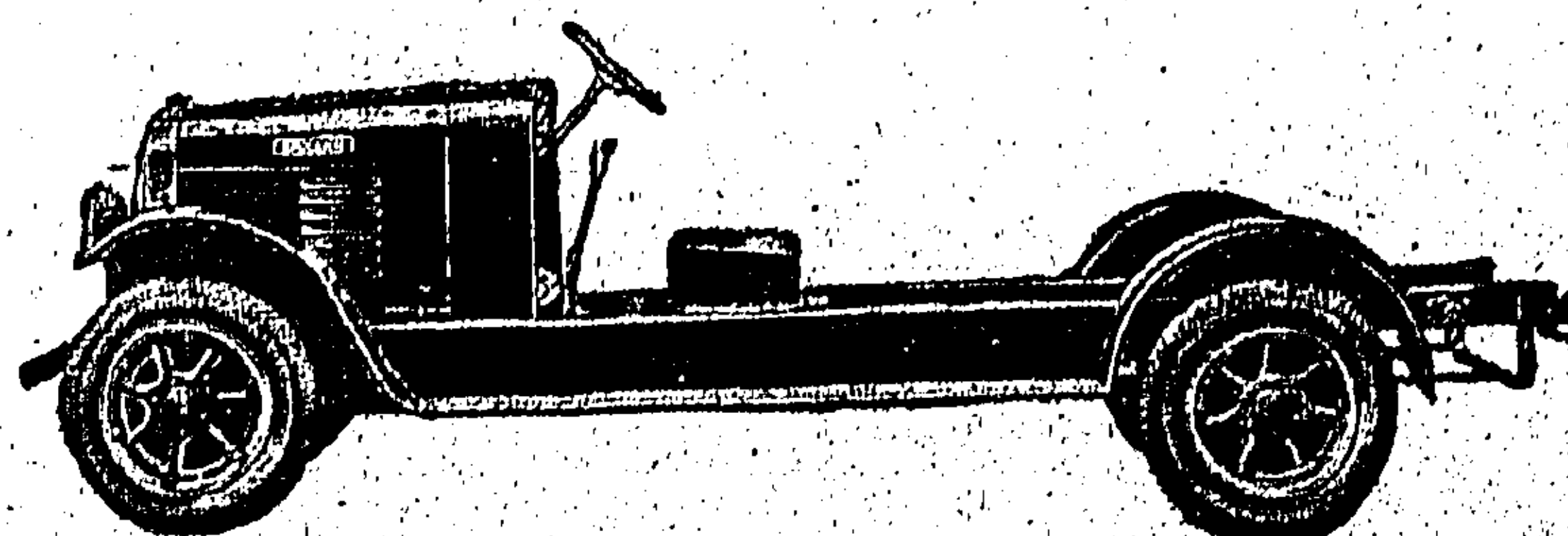
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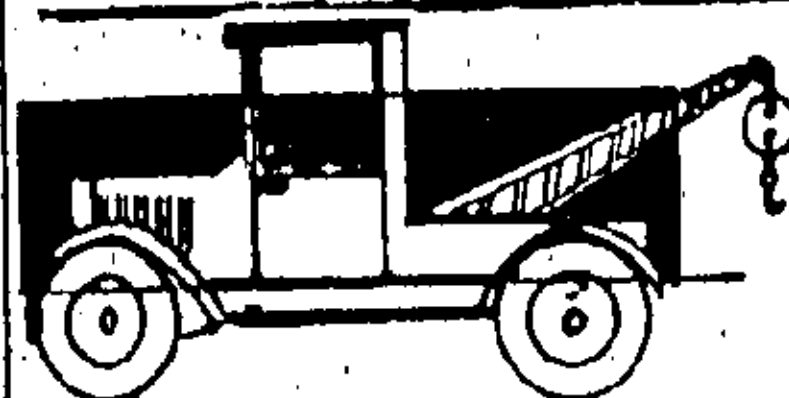
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ENDURANCE FLIGHTS.

What is Really Accomplished.

First one airplane, then another, has captured the coveted honour of holding the world's endurance flight record, and all the while public interest is held firm by the glamour of the event and the courage of the pilots rather than by the constructive progress and scientific value of the flights themselves.

The human element in these non-stop tests of the air—the physical stamina of men who stay aloft a week or more—almost has overshadowed their importance and significance to the advancement of airplane engineering, in the opinion of G. M. Williams, president of the Marmon Motor Car Company.

"Many persons have asked me to describe the real good accomplished as a result of an airplane remaining in the air seven days or more," Mr. Williams said. "These people are loud in their praise of the tenacity of the pilots; they sympathize with the men in the hardships they are forced to undergo. Yet, they ask 'What is really accomplished?'"

"To my mind, endurance flights are doing more to perfect air planes and airplane motors than any other aviation tests in years. Moreover, these flights are doing their share to increase public confidence in aviation—to prove that an airplane is capable of remaining in the air, with safety, for an extended period.

"Airplane motor designers and manufacturers have learned much from the men and motors in the endurance planes; learned things, in fact, that were not considered in the past. Problems were encountered that never before had been regarded as serious.

"Proper lubrication of the valve mechanism of an airplane motor has been the centre of attention among engineers as a result of the difficulty experienced in this respect in the flight of the army plane Question Mark and the single-motored plane Port Worth. Insufficient rocker arm

lubrication ended the Question Mark test while in the case of the Fort Worth it was necessary for one of the pilots to climb forth on an improvised cat walk to perform a lubrication task that, in an automobile engine for example, is automatic and seldom requires attention.

"It may be true that the development of aviation has paralleled the development of the motor car, but it is likewise a fact that there are many problems still to be solved in aviation engineering that already have been successfully eliminated in the automobile motor. We find practically all sustained airplane flights coming to a conclusion a comparatively short time after the start, but, on the other hand, we find that if a modern automobile embarks on a non-stop run, the duration of the test is far greater than that of the plane.

"I might cite our own Roosevelt car in this regard. Beginning June 12, the car—strictly a stock model—ran 440 hours and 30 minutes or greatly in excess of eighteen days without a stop. It was refueled in motion from a 'mother' car. Just as is the case in all aviation endurance flights, speed was not a factor.

"Even considering the great time this car ran, the end was not brought about by a fault of the car itself or its motor. Instead, termination of the test was caused by a storm that made further progress impractical and even dangerous. How long this car would have run if not stopped by Nature is problematical. Certainly, the motor had shown no signs of failing.

"There is talk of a sustained round-the-world airplane flight. The present endurance test of planes will make that very thing possible for they will bring stamina to aviation motors, just as have the years brought efficiency and dependability to automobile motors.

MOTOR FATALITIES UP.

In a survey of 68 cities with over 100,000 population, the National Safety Council finds that accidents for the first four months of 1929 have increased over the corresponding period of last year. This year's total is 2,351; last year's was 2,063. Two large cities, Chicago and San Francisco, showed a considerable decrease in fatalities, and Cambridge, Mass., and Scranton, Pa., had no accidents.

pending period of last year. This year's total is 2,351; last year's was 2,063. Two large cities, Chicago and San Francisco, showed a considerable decrease in fatalities, and Cambridge, Mass., and Scranton, Pa., had no accidents.

BIGGER CARS.

New Racing Rules.

WILL SCRAP
SPEEDSTERS.

Drastic changes in the 1930 rules of the American Automobile Association will mean the scrapping of the racing cars now being used. The regulations provide for motors with a maximum piston displacement of 865 cubic inches, instead of 91½ cubic inches in the present single seater racing machines.

The new rules also demand two braking systems, and standard transmission, and forbid supercharges, which are a valuable asset in racing cars.

Racing drivers, including Ralph de Palma, Leon Durnay, Harry Hartz and Tommy Milton, are up in arms against the new rules which will mean the end of their present speed cars, which have a collective value of 500,000 dollars.

RUBBER ROADS.

Too Dear for
Manchester.

While admitting that rubber was the ideal paving for certain roads, Manchester (Eng.) engineers regretfully decided against it. Rubber paving is soundproof, durable, free from dust and vibration, but its high cost made it prohibitive.

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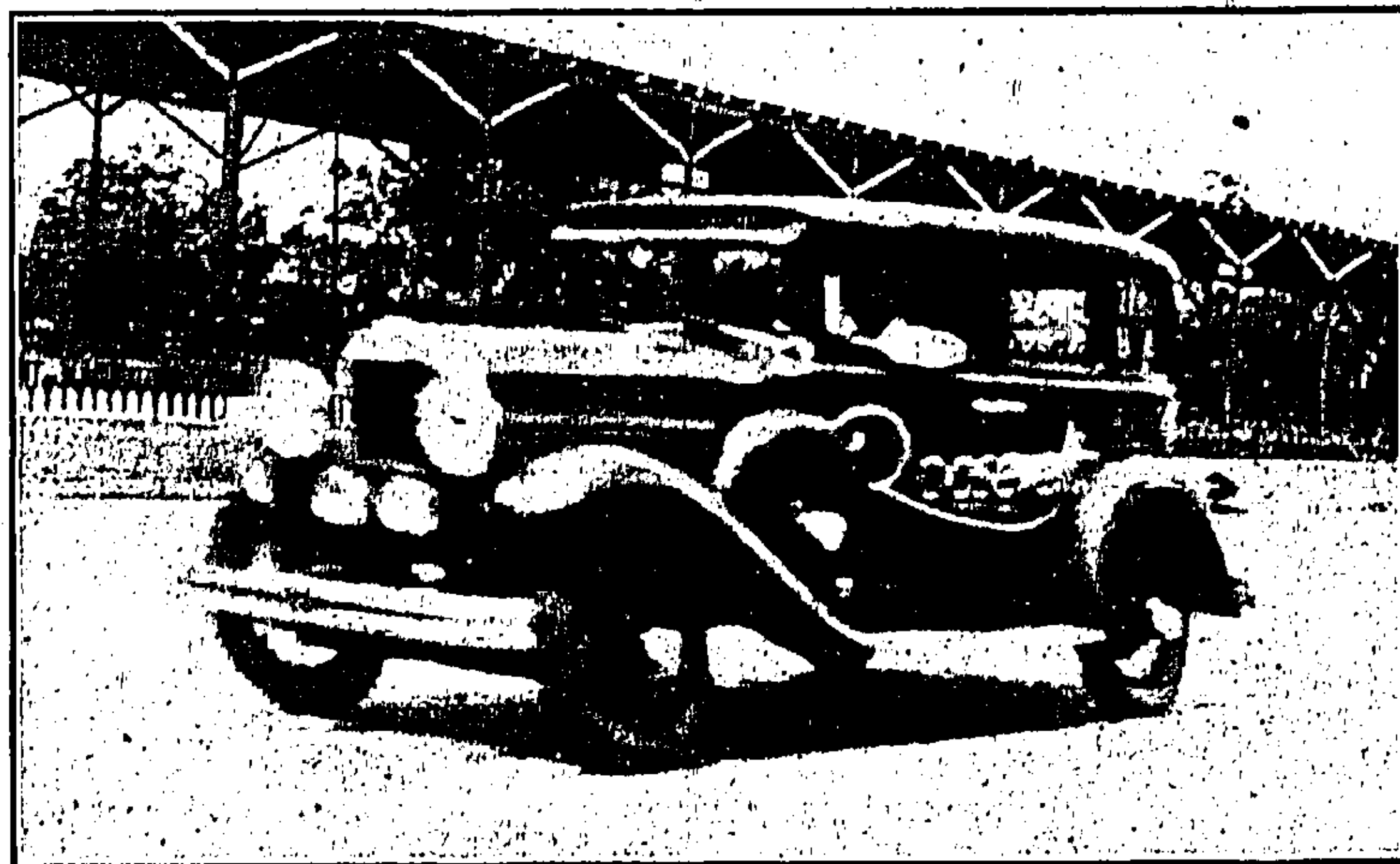
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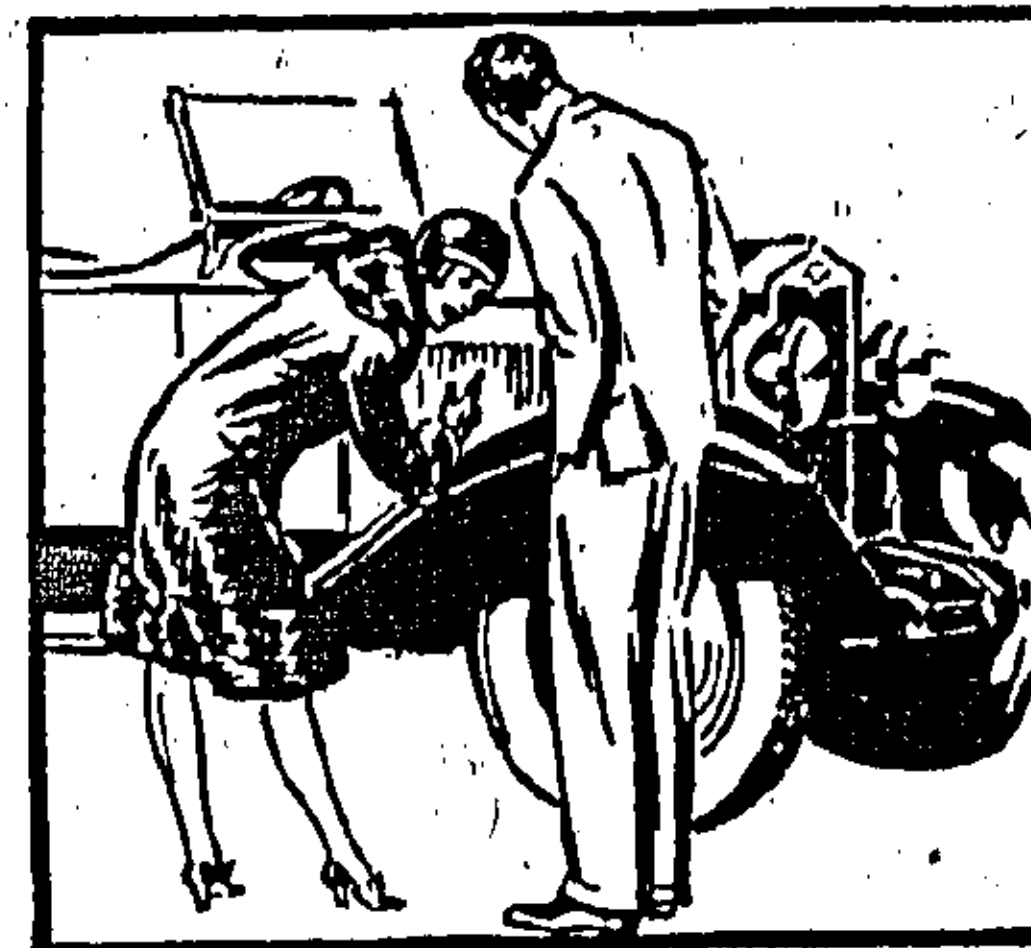
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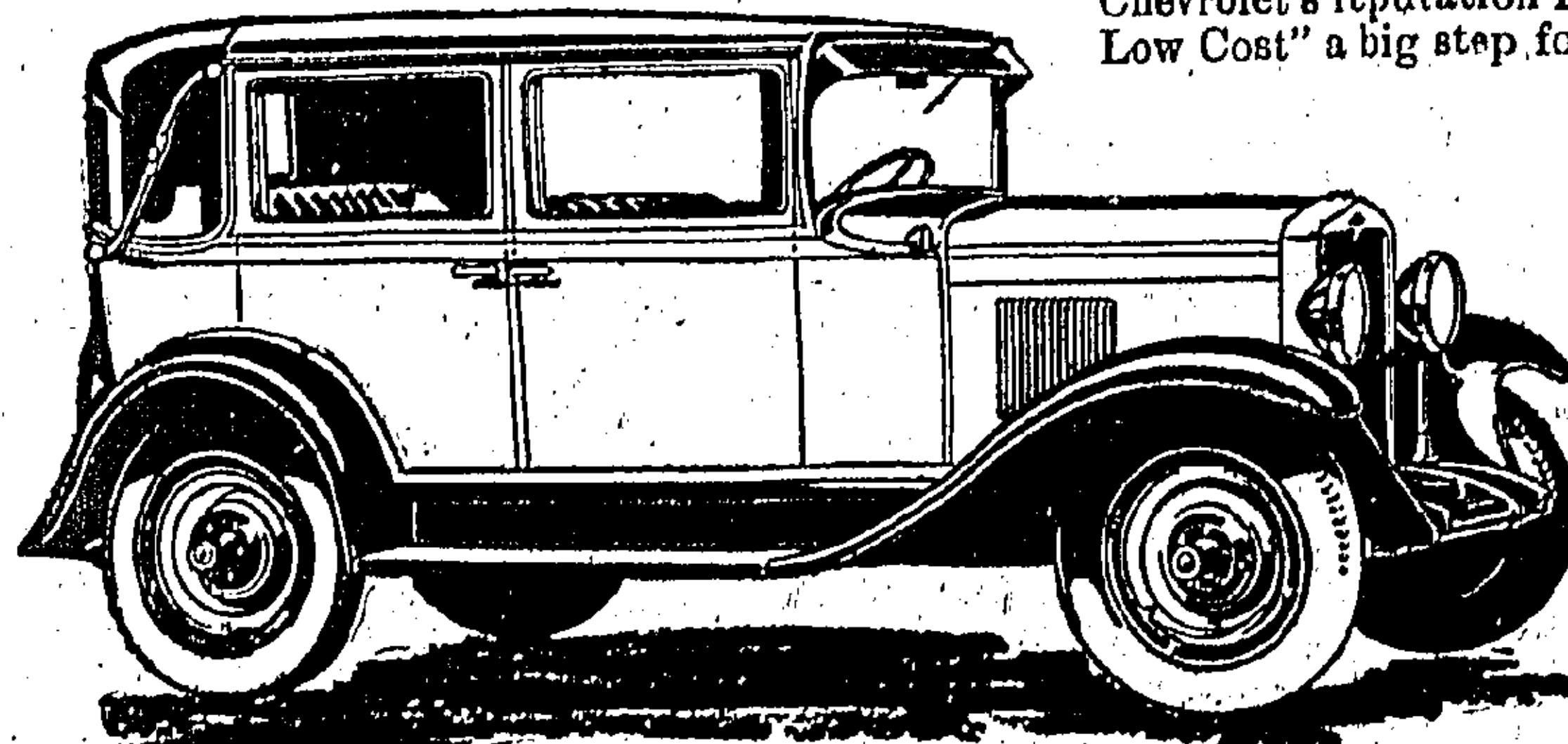
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WORK OF BREAKING RECORDS.

Thrills and Worries of an Attempt.

(By S. C. H. Davis.)

On the naked concrete of the oval track the sun blazed down out of a cloudless, windless sky. It was weather to gladden the heart of all things living, yet it did not appeal to a rotund, over-clad mechanic perched on two petrol tins at the inner edge of the Brooklands track. For one whole spell of four hours this man had occupied much the same position; now well into the second spell, he began to feel the blistering heat, despite a rag depending from the back of his cap.

Heaven, it seemed to that mechanic, must be a place where pint pots of foaming beer are ranged in rows for the taking. In front of him stood a gigantic wooden clock face, to one side a large board, once black, but turned to grey by frequent attempts to wash away chalked figures. Every few minutes he mechanically moved the minute hand to the clock to the correct time; every few minutes a voice broke through the heat. "Eighty-eight, fourteen," it said this time, and forthwith those mystic numbers were chalked large on the board, which was then held up in the air.

The End of the Run.

High on the concrete curve the driver of a little, odd-shaped, green car, noting from clock and board his lap speed, the number of laps remaining to be done, and how much of his three-hour spell had passed, held up one hand in acknowledgment before the car roared off the banking, leapt momentarily into the air, struck the railway straight and flew with a resounding cluck-cluck, which its exhaust could not quite drown, over the rubber tube of the electrical timing apparatus stretched across the track.

Close to the perspiring mechanic was ranged a group of men equally hot. One, the patron, whose voice announced the figures signalled to the driver, was a massive, phlegmatic being, with three watches and a chart spread on a box in front of him. Each separate circuit he timed; the car had been running in all for close on six hours. On the concrete in front of him was daubed a broad

white line, disposed about which were four wheels, four jacks, a huge can of fuel, another of oil, and a tin, one side of which had been cut away. Nearer the inner edge of the track were tools of all sorts and sizes, a radiator, two magnets, wheels, a water tank—the hundred and one things a car might need on a long-distance record-breaking trip.

The Exhausted Mechanics.

Plat on their backs on the grass border lay six mechanics, fast asleep, and—farther off—a driver similarly engaged, his handkerchief over his face. Another driver, in full racing kit save for his goggles, stood by the watch-holder with the coloured boards which at need accelerated, slowed, or stopped the car.

In seven seconds under two minutes the little car shot by again, almost exactly on the same line as before, and so another hour wore slowly on. One thing struck an on-looker at once, namely, that, in spite of apparent apathy, the men were undoubtedly anxious, for, as the car came by on one of its constant rounds, the drone of its exhaust for a second lost its regularity. There was a sharp report, a slight flash at the end of the exhaust pipe, no more. Then the monotonous regularity was resumed. But in that second everybody became fully awake, and for the next two rounds the car was followed by eye for as long as possible from where the little group stood.

In for Repairs.

The driver, in passing next time, displayed one hand, the thumb stiffly upwards, and made a to-and-fro gesture as he flashed by. Cabalistic as this looked, it conveyed information, for the patron ejaculated "pressure," then calmly continued his timing. Unbidden, as though by routine, a mechanic made a little collection of some plasticine, sundry spanners, an odd-shaped copper pipe, some insulating tape, and a hand air pump—things that might be required if the trouble continued. For a long time nothing further untoward occurred.

Just before the signal clock registered a certain hour the patron announced: "Coming in three rounds." Instantly the group of men became active, separating out into two lines near the wheels and jacks, so placed, incidentally, that if the car were stopped with its front tyres on the white mark, each came exactly in the right place for the work to be done. Sundry spectators arrived from the paddock, having rightly interpreted what they had seen from afar.

After one glance at the men, to make sure that each was in his place, the patron remarked: "Got all you want, James?" The relief driver referred to nodded. "Keep her as she is—we're pretty well inside record now." Then, to the chief mechanic, "Both front wheels this time; the back ought to be all right, and be a bit quicker changing the oil. Jones had better stand by in case that pressure wants attention. Show him the stop signal."

A mechanic selected a large red board, advanced up the slope of the banking, and raised it at arm's length as the car flashed by. All turned to watch. The exhaust note died away; slowly, it seemed, the car sank lower and lower on the far banking, disappeared behind the Members' Hill, then came rapidly into sight, heading straight for the group.

As it dashed up, men grabbed any part they could, aiding the brakes to bring it to a standstill exactly where it was wanted. Even before the wheels came to rest, a feverish hurry commenced. The driver sprang out, pulling down his goggles and revealing, round his eyes, two comic pink circles in an otherwise black face, then walked quietly out of the way.

A few seconds' furious hammering and the two front wheels were swiftly removed, another pair going home on the hubs well inside the minute. Gallons of fuel were poured into the rear tank, water splashed all over the radiator almost before the filler cap was unclipped, and, flat on his back underneath the car, a mechanic, cursing steadily because someone kept standing on his legs unscrewed the sump drain plug, getting a quart of hot, frothy, black oil up his sleeve before he could catch the remainder in the cut-open tin provided. Still cursing, and totally unheeded by the hurrying folk around, he clapped the drain plug back just in time to prevent the new oil, which a mate had commenced to pour in above, from coming out as well.

The car crashed down on its jacks; a voice asked, "What about

MOTOR CAR TYRES.

Interesting Facts.

BY GOODYEAR COY.

Automobile tyres are slowly taking the burden of passenger and freight loads away from wagons and carts throughout the world, but just what goes into a tyre to give it strength and durability to carry loads swiftly and safely is not commonly known.

The belief that a tyre is made entirely of rubber may be held by a few. In fact, there was a time when it was believed that tyres were cut out of rubber.

Vulcanizing Process.

It was the discovery of the vulcanizing process that made it possible to manufacture a rubber tyre with resilient strength and paved the way for the commercial era of the rubber industry.

Charles Goodyear, after whom the Goodyear Tyre & Rubber Company, of Akron, Ohio, U.S.A., was named, was the discoverer of the vulcanizing process.

Cotton constitutes a vital part in the building of tyres. At the cotton mill the cotton is woven into cord. The Goodyear Company maintains its own mills in various parts of the United States so as to be able to manufacture the best grade of cord possible, which is known as Supertwist and is used exclusively in Goodyear tyres. Each bale of cotton entering the Goodyear mills is sampled and every role of Supertwist is tested before use to see if it has the high tensile strength demanded and the degree of elasticity required.

Crude rubber in different lots, as received, from the Goodyear plantations, varies greatly in the manner in which it will cure after compounding. A bale of crude rubber is taken from each of four of five different lots and, mixed together for blending.

Chemicals used in compounding are tested for their degree of purity and strength. From every batch of compounded rubber a sample is taken for curing in a small mould and tested for toughness and wearing ability.

The load carrying ability of any pneumatic tyre depends entirely on the capacity of the tyre to hold the air within it. Therefore, it is the tyre's primary function to hold the pressure of the inflated tube on the inside. It must also resist the pressure on the outside from road contact.

pressure?" another replied, "That's O.K. now." The relief driver jumped in, and the car was pushed violently off in gear until the engine took up the work. Then, streaming with perspiration, the men returned to collect and rearrange the tools, wheels, and jacks to mop up floods of spilt oil and finally to wipe themselves down with lumps of waste just as a tray with teneaps turned up from the paddock. Curiously enough, scalding tea seems to be the most cooling beverage in such circumstances.

By the time the little car had settled down to its schedule speed, which it proceeded to do as soon as the new oil warmed up, the depot was normal once more.

Thus through the day and well into the evening the car was kept hard at it. Every three hours, except when a calculation showed that an extra lap or so covered before the stop would gather in another record, the same scene was enacted, and gradually the number of records captured amounted to a formidable total. Three times previously had the car attacked these records; three times something unforeseen had occurred—a sudden leak in a petrol tank, the collapse of a connecting rod, and the abrupt appearance of a large gap in one valve.

If only the machine could run another half-hour the one record it was really after would be taken; but in that half-hour nerves were highly stressed. Never had half an hour seemed to go so slowly. Every ear dissected the exhaust note, and under the strain, imagination began to introduce non-existence variations. Once, when the note broke as it had done momentarily before, every heart seemed to stop, and though the engine recovered the watchers did not. Men found themselves talking in whispers; only the fat mechanic thanked heaven that the sun was getting lower and a real drink looming nearer as every minute passed.

The end felt almost tame. A messenger from the timing box high up near the paddock brought a paper on which was written, "You've got it." Forthwith boards, rags, handkerchiefs—everything wavable was waved, everyone was violently anxious to stop the car. When at last it was brought in, the driver was hauled out in a state of intense glee. A



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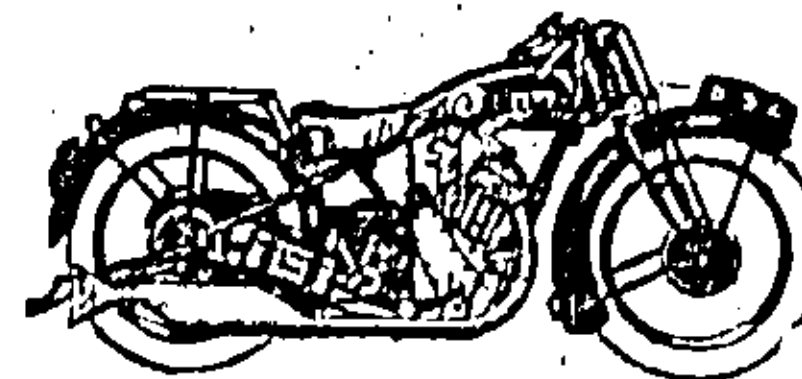
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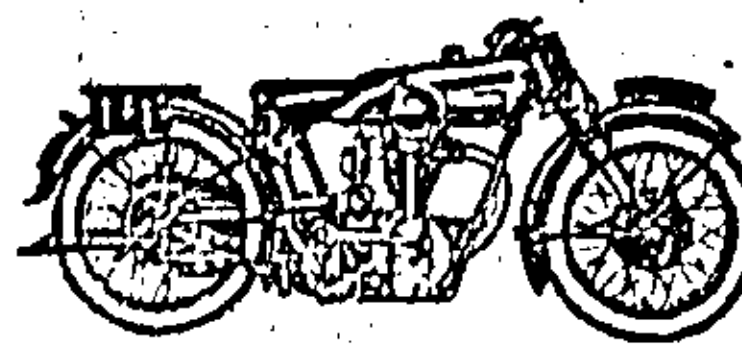
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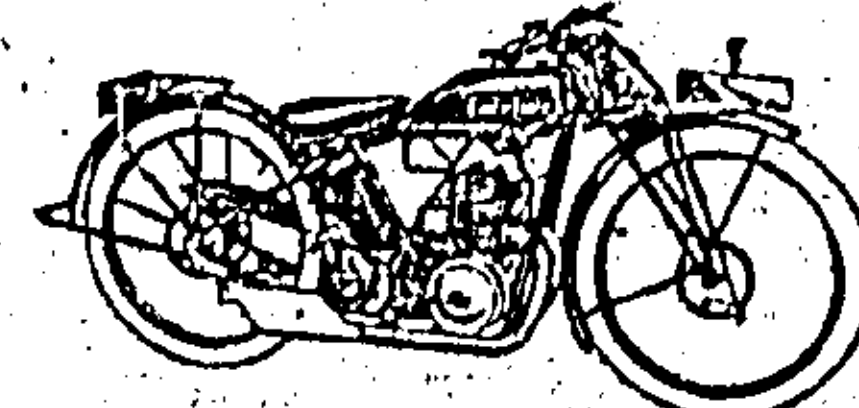
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TWO THOUSAND EXPLOSIONS.

PANIC NEAR BERLIN FACTORY.

Berlin, July 24.

The populous industrial quarter of Borsigwalde, to the north of Berlin, was this afternoon visited by an explosion the like of which Berlin has never before known.

Fearful panic reigned for a considerable time during the afternoon, when, after the main explosion, which completely wrecked a factory building, two thousand large iron vessels containing acetylene gas exploded one after another, feeding the unusually large conflagration with fresh fuel.

By a piece of good fortune the workmen, warned by a first small explosion, rushed out of the building, so that only half a dozen workers were injured.

The site of the explosion, a factory belonging to a large German firm of ice machine manufacturers, is described as the largest oxygen works in Germany. A number of the iron vessels were being fed by a tube from an acetylene gasometer when one of these exploded for an unknown reason.

Girl Caught by Flames.

In a trice the acetylene flask was on fire and the tube had burst. The workers fled for their lives. A young girl fell a prey to the flames and came rushing out of the building, her hair and clothes on fire. There followed a deafening explosion, doubtless when the gasometer was caught by the flames.

For a distance of a mile around windows were smashed and the terrified population rushed out of their houses to see in their midst a conflagration which in a few moments had reached such magnitude that anything was in danger within a radius of over a quarter of a mile.

Already a neighbouring factory had been caught by a number of exploding gas flasks which were shot about 150 feet into the air before falling to earth a mass of flames.

A great number of fire engines and about 500 policemen were hurried to the scene of the disaster. At first the firemen could do nothing against the conflagration, but fortunately a deluge of rain came down to aid them, and by this evening the flames had been put out.

LIBEL ACTION SETTLED.

APOLOGY TO MISS DOUGLAS-PENNANT.

A settlement was announced in the King's Bench Division on July 24th, of a libel action brought by the Hon. Violet Douglas-Pennant against the *News of the World*, Ltd.

Sir Patrick Hastings, K.C., for Miss Douglas-Pennant, said that the action had been disposed of as the defendants had apologised and had agreed to pay costs to Miss Douglas-Pennant, who did not seek to make any money out of the matter.

Miss Douglas-Pennant was a lady who, he said, in the latter stages of the War, held a very influential position as Commandant of the Women's Royal Air Force. After a time she was dismissed from that position, and from that day to this she had never known upon what charge or upon what ground her dismissal was based.

On March 3 the defendants published in the *News of the World* several short statements concerning Miss Douglas-Pennant. One paragraph read: "The lady was relieved of her position as Commandant of the Women's Royal Air Force some ten weeks before the Armistice."

A following paragraph was to the effect that "she had made charges of immorality against some of the workers and alleged that as officers of high rank connived at it she was powerless to stop the abuse."

The defendants had recognised their mistake and had met the matter quite properly.

Mr. Harold Murphy, for the *News of the World*, Ltd., said that the defendants had no intention of implying that Miss Douglas-Pennant had been relieved of her position because she had made charges of immorality against workers, or that as officers of high rank connived at it she was powerless to stop it. The defendants were only too willing to say that no such suggestion was intended. They were aware that she had not been relieved of her position for those reasons.

The defendants regretted that the paragraph was inserted in such a way as to lead to any misunderstanding, and they tendered their sincere regret.

Mr. Justice Rowlatt made an order in accordance with the agreed terms.

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BLOWN-UP STEAMER.

STARTLING TURN TO MYSTERY.

London, July 12.

The ship which blew up in the North Sea, then sank without trace, was not the abandoned Swedish steamer *Botte*, but another vessel, apparently fully manned.

This startling new turn to the mystery was given yesterday when the Swedish steamer *Anne Berg* arrived at the Surrey Commercial Docks, London.

The *Anne Berg* first reported the explosion, seen by her off the Norfolk coast.

Later Captain Borreson and his crew of 19 men from the *Botte* arrived at Jarrow on Monday and reported that they had abandoned ship on the Hammond Bank, 18 miles from Yarmouth.

Captain Borreson suggested that the *Botte* might have slipped off the sandbank into deep water and that her boilers might have exploded.

Another Steamer.

The chief officer of the *Anne Berg*, Mr. Christopherson, said yesterday that the ship which he and members of the crew saw disappear after the explosion could not have been the *Botte*.

Far from the vessel being an abandoned ship, he states that she was proceeding on a westerly course about four miles abreast of the *Berg*, and before the explosion occurred had slowly gained on her.

"An abandoned ship does not keep her course at a speed of over 10 knots," he commented.

The explosion was heard by myself and members of the crew at 9.19 (Greenwich time) on Sunday evening.

"I was in the chart room working out our course to pass the Smith's Knoll light vessel, which is about 20 miles from the Norfolk coast."

"The explosion was a tremendous one. The helmsman shouted to me and I jumped up to the bridge. I was just in time to see a vessel about four miles away, across the port bow, disappear into the sea."

"She went down at an angle of about 60 degrees, and I only saw the fore-castle and head of the ship. The rest of her had already gone down."

Not a Trace.

"We steered at full speed to the spot, reaching it in about 20 minutes."

"There was not a trace—not a piece of wood or oil or anything."

"From what the helmsman told me the ship was a vessel something like our own, and would appear to have been a Swede of between 2,000 and 3,000 tons."

"We sent out an SOS and North Foreland wireless station informed us that a gunboat and the *Gorleston* lifeboat were proceeding to the position. The exact position was 52.39 N. 2.19 E."

"About midnight the British minesweeper *Selkirk* came alongside and hailed us, and we informed her by Morse lamp that she was at the

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us that a gunboat and the *Gorleston* lifeboat were proceeding to the position. The exact position was 52.39 N. 2.19 E.

"About midnight the British minesweeper *Selkirk* came alongside and hailed us, and we informed her by Morse lamp that she was at the

correct position. "We told her we had seen nothing whatever and asked if we might proceed on our voyage. The *Selkirk's* commander nodded. "Yes. Thank you very much, and we left the spot." Several ships answered the SOS, from Yarmouth yesterday.

DOCTORS & PSYCHO-ANALYSIS.

'SERIOUS DANGER' TO CHILDREN.

'HERESY HUNT.'

Several doctors outspokenly criticised psycho-analysis when the British Medical Association, meeting in Manchester recently, discussed the report of a special committee of investigation.

This committee, after sitting for two-and-a-half years, stated that it could not make any general pronouncement.

An amendment was moved regretting that more emphasis had not been laid on "the very serious danger, especially to children and adolescents."

In defence of the report which was eventually carried by a large majority, it was contended that psycho-analysis should not be opposed merely because it was repugnant. One doctor described the amendment as "a heresy hunt."

The report was presented by Dr. R. Langdon-Down (Teddington), on behalf of a special committee of investigation, which had sat for two and a half years under his chairmanship.

The report set forth the most important criticisms of the theory and method of psycho-analysis, together with the answers of the President of the British Analytical Society. It was impossible, it stated, for the committee to make any general pronouncement. Time, experience, and discussion must be the tests.

An amendment was moved by Dr. L. A. Parry, Isle of Wight, regretting that more emphasis had not been laid on "the very real and serious dangers, especially to children and adolescents, of any system of mental therapy which postulates the sexual basis as the sole preponderant cause of neuroses and pathological mental conditions."

Dr. C. E. Douglas, St. Andrews, Fife, said that psycho-analysis represented no new discovery. If Freud had asked any Roman Catholic priest in the last thousand years he would have been told that in the confessional something like ninety per cent. of confessions made dealt with sexual subjects. It was "the old story," and the only new thing that Freud had brought up was that it was also to be met with in childhood.

The subject of the sub-conscious mind had been long known to them. William James had dealt with it in his "Varieties of Religious Experience." The only difference was that in James the threshold of the subliminal consciousness was a clean threshold, but in Freud it was a threshold muddled by dirty little footmarks.

The gravamen of the charge against psycho-analysis was that it was a bad thing morally to direct patients' thoughts to sexual matters. Could they in their general practice as doctors take the responsibility of trusting their patients to such a revolting method of treatment?

'Prejudice.'

Dr. Manson, of Warrington, said that Dr. Parry's amendment appealed to "prejudice." "If this theory of the sexual basis of the neuroses is true," he said, "whether we like it or not we have to accept it." They should avoid condemning it merely on grounds of repugnance.

Dr. C. M. Stevenson (Cambridge) opposed the amendment as part of a "heresy hunt."

Dr. J. T. O'Ewart of Manchester, said: "We are out to protect certain members of the public, our patients—those patients who are treated by untrained psychoanalysts. We cannot go contrary to the public interest. If there are any of our patients whose moral life is being impaired by those individuals, call them what you will, there is a public danger."

"All that Dr. Parry's motion asks is that we should warn the public that in this type of work carried out at present, there is a grave moral danger," he added.

Dr. P. H. Bodman, of Bristol, said that that was not a scientific court. He thought there was a body of scientific evidence to support both the principles and the application of psycho-analytical technique, and he had not come across a juster or more lucid explanation of the question than the report presented. Matters revealed by psycho-analysis were often painful and repugnant, but they should not be shirked on that account.

Dr. Peter Macdonald, of York, said that two things had clearly emerged from the committee's investigations. One was that the psychoanalysts in the true and proper sense were not charlatans. The other was that proof of certain dangers from psycho-analysis seemed to disappear when they were probed. The question of the Oedipus complex had been probed more than anything else.

Dr. E. K. Fleming, of Wimbomborne, Dorset, expressed the conviction that psycho-analysis as defined in the committee's memorandum were genuine workers,

SHAMEEN CRICKET.

SHORTS CLUB DEFEATS NAVAL TEAM.

Shameen, Aug. 30.

The Shameen Sports Club scored another decisive victory yesterday when they defeated a combined team from H.M.S. Tarantula and H.M.S. Moorhen by 55 runs with four wickets in hand.

Winning the toss, Shameen elected to bat first. The first two wickets went down for only 11 runs, Galloway being clean bowled by Kedge for 3 and Linaker being run out after making the same number. In this connexion it must be said that Caveney's indecision when it was his call was very nearly responsible for running out two of his other partners, Caveney, however, batted well and made 27 runs before falling a victim to Bates, 37 runs having been added before third wicket fell. Two more wickets then fell for the addition of only 7 runs, Hill being caught by Taylor off Bates for 16, and Evelyn being bowled by Welch for 0. Meanwhile Lammett was knocking up runs fast, and once again proved himself an excellent batsman. Evans was caught by Sitwell off Kedge for 16, six wickets being down for 82. After an innings of an hour and a quarter, which represented just half time to close of play, Linaker decided to declare, Lammett carrying his bat for 34 (including five fives) and Duncan being 4 not out, the total score standing at 107 for 6 wickets.

Only one man of the Tarantula-Moorhen team reached double figures, this being Day who was bowled by Linaker for 11. The first wicket fell without any score, Manmeyer being bowled by Linaker with the third ball of the first over. Two wickets were down for 4 and three for 17. The fourth wicket fell with the addition of only 2 runs, whilst the fifth and the sixth fell without any addition to the score. With six wickets down for 19, only 4 runs were added before the seventh fell. The eighth wicket was the only one that made any stand at all; they added 17 runs before Kedge was bowled by Hill for 9. With eight wickets down for 49 the last two wickets added 12 to the score before Day fell a victim to Linaker, when the final score stood at 52 Details:

Shameen Sports Club.

J. Linaker, run out	3
Wm. Galloway, b Kedge	3
F. T. Caveney, b Bates	27
E. R. Hill, c Taylor b Bates	16
E. E. W. Lammett, not out	34
E. Evelyn, b Welch	0
A. J. Evans, c Sitwell, b Kedge	16
Geo. Duncan, Jr. not out	4
Extras	4

Total (6 wickets)

B. J. Green, V.E.C. Forster and R. Rasmussen did not bat.	107
---	-----

Bowling Analysis.

	O.	M.	R.	W.
Kedge	8	1	27	2
Galloway	6	—	39	—
Welch	5	—	22	1
Bates	6	—	12	2

Tarantula and Moorhen.

Manmeyer, b Linaker	0
Taylor, b Duncan	2
L. Sitwell, b Duncan	9
Lt. Ashby, b Linaker	4
Welch, b Duncan	4
Lt. Comm. Gordon, b Duncan	2
Lt. Johnson, b Linaker	0
Day, b Linaker	11
Kedge, b Hill	9
Bagslaw, b Hill	3
Bates, not out	1
Extras	9

Total

Tital	52
-------	----

Bowling Analysis.

	O.	M.	R.	W.
Linaker	6	1	11	4
Duncan	7	—	25	4
Hill	3	—	8	2

Our Own Correspondent.

proceeding honestly on lines which they believed to be honest. Defending the committee's report, Dr. Langdon Down said that nothing could be more unwise than for the committee to lay down a dogma.

Replying to an observation by Dr. D. Clow, of Cheltenham, that no evidence of actual cases of harm had been brought before the committee, Dr. Parry asked, "Suppose I hand to a small boy a tin of gunpowder and a match. Must I produce his charred body before I can prove that there is the danger of accident?"

Dr. Parry's amendment was defeated by a large majority and the committee's report was accepted.

The Parliamentary Fun.

Dr. Fothergill (Brighton) moved that the Association's Parliamentary election fund should be wound up or, alternatively, that the trustees of the fund should be empowered to apply it to other cognate purposes.

Sir Richard Luce said that a political fund was one of the strongest arguments that could be used in condemning them as a Trade Union.

POLICE SEAMAN IN TROUBLE.

ADMITS PAWNING PROPERTY OF GOVERNMENT.

NEWCOMER TO FORCE.

An additional charge of unlawfully pawning part of the kit issued to him by the Government was preferred against the seaman of the Water Police who was yesterday charged before Mr. T. S. Whyte Smith, at the Kowloon Magistrate's Court, with larceny of a pair of trousers and pawning them without the authority of the owner, a "boy" employed at the Water Police Station.

Mr. L. H. C. Callthrop, Assistant Superintendent of Police, appeared for the prosecution.

The defendant denied the two original charges but admitted the new count which charged him with pawning three pairs of shoes, one pair of trousers and a blanket belonging to the Hongkong Government.

Mr. Callthrop asked that, as the defendant had pleaded guilty to the third charge, this count should be proceeded with first. He said the defendant joined the Water Police on June 20 this year and he began to pawn various articles on July 2. Five of the articles pawned belonged to the Government and formed part of the kit issued to him.

In reply to his Worship, Mr. Callthrop said the articles bore the Government mark. In one case, the sign was unmistakable and it was decided to proceed against the pawnbroker for accepting Government clothes in pawn. On the blanket the marks were indistinct, but the defendant knew that the articles he had pawned belonged to the Government.

His Worship remarked that the question was whether the articles were to be handed back to the Government without compensation to the pawnbrokers. That he said depended on how clearly the things were marked. He would say that the trousers would have to be handed back without compensation, although in the other cases the pawnbrokers might have been deceived. His Worship limited that the Government would have to pay the redemption price for the other articles.

Mr. Callthrop remarked that the police were only proceeding against the one pawnbroker who accepted the trousers. The blanket had the mark rubbed out, but it could not be said that the pawnbroker had erased the sign.

Outlining his case on the original charges, Mr. Callthrop said the complainant was employed as a cook "boy" by the detectives of the Water Police Station. On August 27, at 3.30 p.m., he returned from the market and in the ordinary manner took off his outside trousers, which he spread over a basket in the cook house.

When he left at 9 p.m., he forgot his trousers and the next day, he remembered them, but on his return to the Station could not find them. He made a search of the cookhouse without success.

Later in the morning, he was walking down the slope from the Water Police Station when he saw the defendant carrying a parcel. His suspicions aroused, he followed the seaman and saw him try to pawn the pair of

THREE SISTERS GASSED IN SLEEP.

WEDDING CHAMPAGNE FOR DYING GIRL.

London, July 18.

Three sisters were gassed yesterday while asleep in an upper room at their home in Sutherland-avenue, Stirling.

They were Catherine Wilson, aged 21; Helen, aged 18; and Isabella, aged 16.

Their mother and sister Jessie, who occupied a room downstairs, had a narrow escape; while the father, in another room, was unharmed.

At 5 o'clock in the morning Mrs. Wilson rose from bed in a stupefied condition, and staggering to the scullery, found gas hissing from a burst pipe.

She had to shake Jessie to arouse her, but did not think that her daughters upstairs were in any danger.

Died in Mother's Arms.

Mrs. Wilson, who is a charwoman, left for work.

She had not gone far, however, when Jessie overtook her with the news that she had found the three girls unconscious and the bedroom full of gas.

With the assistance of Mr. Wilson, they dragged the girls downstairs and on to the lawn in front of the house, where frantic efforts were made to revive them.

Champagne from a bottle that had been kept for Helen's wedding was administered, but only Catherine showed any signs of life.

She opened her eyes, looked for a moment at her mother, who was holding her, and died.

A passing cyclist summoned the police, who took away a length of gas piping from the scullery.

Although gas was laid on to the house, it had not been used for years. It is thought that the excessive heat may have caused the burst.

CHINESE SENT TO PRISON.

KEEPING A DISORDERLY HOUSE.

Convicted of keeping a disorderly house, a Chinese was sent to prison for two months by Mr. T. M. Hazlerigg at the Central Police Court this morning.

It was stated that the police visited premises occupied by the Chiao Hotel at Connaught Road Central, and found evidence of the place being used as a lodging place for prostitutes. Four soldiers were on the premises when the police entered.

trousers which the complainant had missed the previous day.

The garment being old, the pawnbroker refused to accept it and when the defendant emerged from the premises the complainant claimed the trousers. The defendant accepted the claim and return them to the "boy."

Mr. Callthrop mentioned that if there was insufficient evidence to substantiate the charge of larceny there was no doubt that the trousers did not belong to the defendant.

The case is proceeding.

The Very Idea!

A crisis in the Navy has been narrowly averted.

Its nature was revealed in a question by Sir Bertram Falk, the Conservative member for Portsmouth, on the Order Paper of the House of Commons. He asked Mr. Alexander, the First Lord of the Admiralty: Whether he will consider an improved pattern of serge jumper for ratings dressed in Class II, uniform, observing that the present contractor's jumper is too short in length and too wide in width and hangs very badly, and that Class II, ratings dislike this jumper.

The First Lord, Mr. Alexander, in reply to the question informed Parliament:

An improved pattern of serge jumper has been adopted to meet the points referred to. New supplies are being made to this improved pattern and will be brought into general use as stocks of previous patterns are used up.

The woman who told the Lambeth magistrate she had moved 39 times in 35 years lends credibility to a story told by a well-known politician of a conversation overheard in the same district. A number of men were arguing whether it would prove cheaper to move or pay rent. At last, they appealed to an aged man who had taken no part in the controversy. "Well," said he, after due deliberation, "I ain't exactly in a position to say. You see, mates, I've always moved."

Woman at Bow County Court: My lodger sometimes did night work—he was a double man.

Mr. Walden, clerk at Stratford, when a woman named Faint was summoned for assaulting her husband: It is the hot weather.

Marlborough-street Witness: He's like a bird of paradise—here to-day and gone to-morrow.

"I admit that the two new motor tyres were ten years old." Plaintiff at Kingston County Court.

"We had a few words, and then there was a general millennium."—Tottenham man.

"She displays coyness despite the epithets that are hurled at her."—Shoreditch County Court witness.

Judge Tobin at Westminster County Court: For ten years I have complained of the unbusinesslike ways of the theatrical profession.

A wife has objected to her husband's emphatic thrade with a stern, "Don't you dare talk to me in that movie-tone of voice."

Once upon a time two brothers lived in a big city in the north of Scotland and were greatly attached to one another. One day, however, they quarrelled, and the younger of the two went out into the world to seek his fortune.

After wandering for ten years he came back to his native place and walked slowly down the familiar street. When he came to the house where he had lived so happily before the quarrel, he saw an old man with a beard flowing down to his knees seated on the doorstep, so he stepped up and asked, "Does Wullie McKay bide here?"

"Ah'm Wullie McKay," replied the bearded one.

"You! Then ye must be my brother."

"Aye."

"Man, ye look awfu' auld. What made ye grow the beard?"

"Weel, ye've been awa' for ten years and ye took the razor wi' ye."

After parting instructions had been given, the young traveller picked up his bag and started on his initial trip.

"Good luck to you," said his chief. "Wire us important news."

The following day this message was received:

"Reached here safely. Good room with bath. Feeling fine."

The manager wired back: "So glad. Love and kisses. Good-bye."

Two men had met with the intention of planting some bogus shares on a third man. The "victim" seemed impressed, but said he would think the matter over. As he left, one crook said to the other, "That's all right! You'll see to-morrow he'll hand over a cheque and sign on the dotted line."

"I'm not so sure of that," said the other. "It seemed to me he was a bit suspicious. I noticed how he counted his fingers after you had shaken hands with him."

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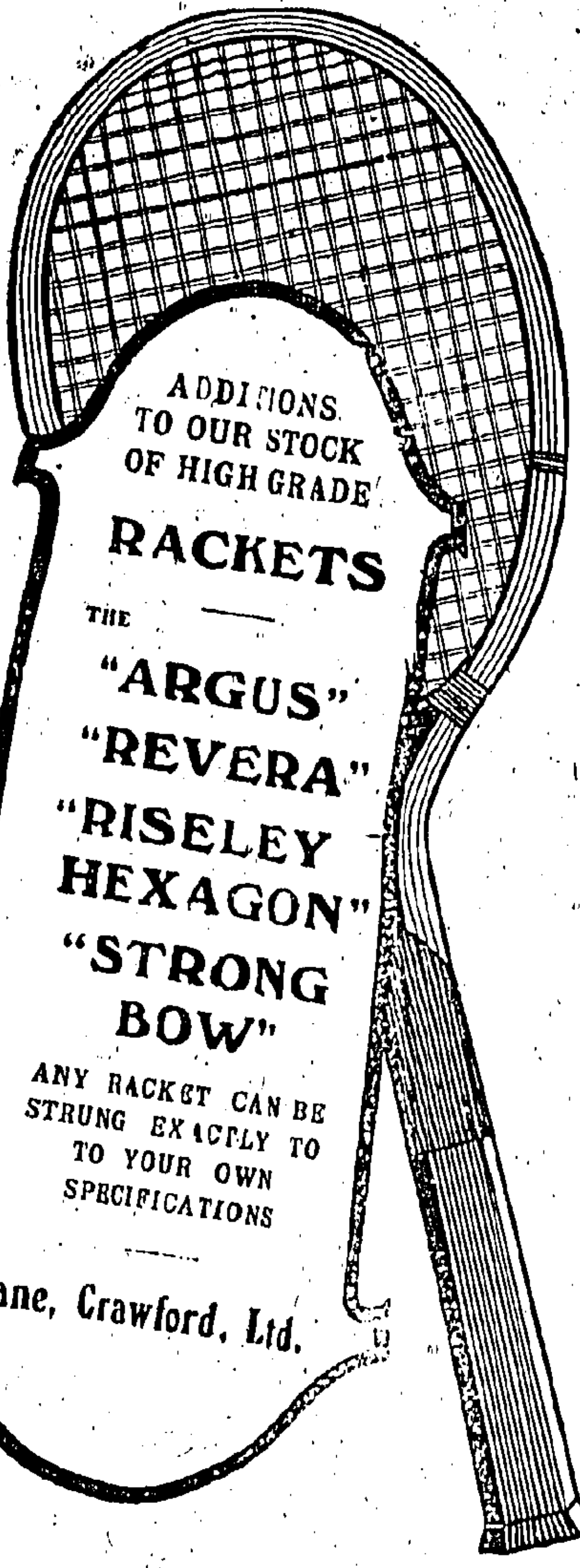
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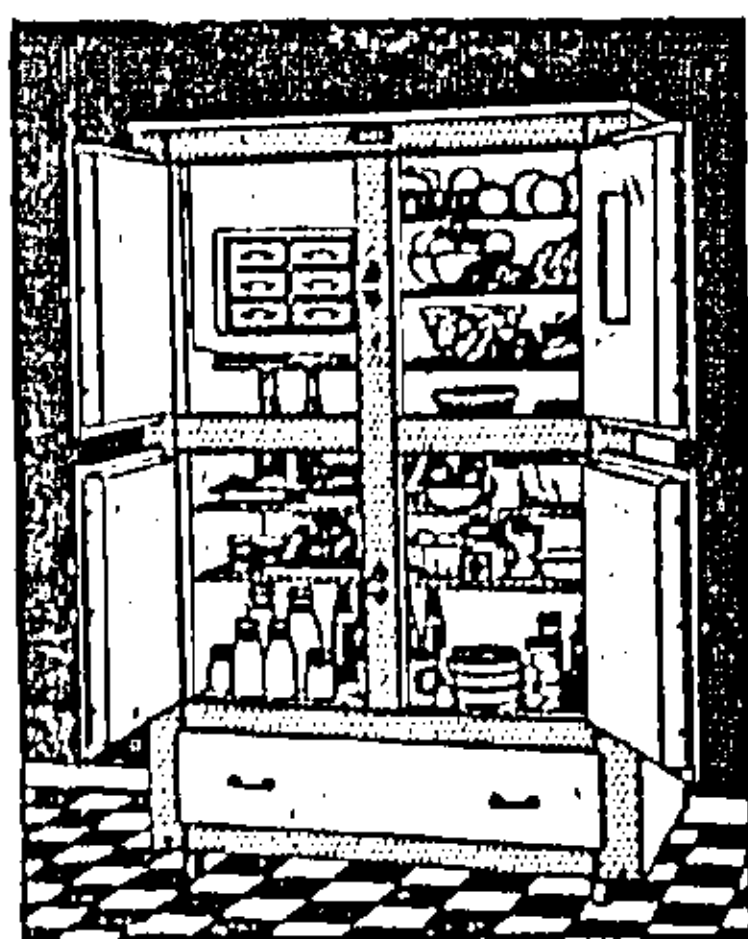
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LAWN TENNIS.

H.K.C.C. CHAMPIONS OF "A" DIVISION.

Two of the four Tennis Leagues were decided yesterday, the Hongkong C. C. becoming the champions of the "A" Division while the Kowloon C. C. became the first holders of the Dunlop Shield presented for the Mixed Doubles League.

By defeating the Club de Recreio yesterday evening on their own ground, the Hongkong Cricket Club have earned the distinction of being champions of the "A" Division of the Hongkong Tennis League.

This match had been arranged to be played off several times, but on every occasion rain or other difficulties interfered. It was a very important match to the Hongkong Cricket Club because a victory for them would mean their winning the "A" Division shield.

The Chinese have yet a match to play, this being against the University, who have played six matches and lost all. In the event of the Chinese winning this match, they will be the runners-up. If the Hongkong Cricket Club had lost to Recreio yesterday, and the Chinese beat the Varsity at some future date, that would have meant a tie between the Chinese and Cricket Club. The latter's victory yesterday, however, has placed the issue beyond doubt.

It will be recalled that in their match, incidentally their first of the season, against the H.K.C.C., the Chinese started favourites but were surprisingly beaten by the old set. If, however, the scores had been counted as of old, that is, by the number of games secured by each team, the Chinese would have won.

In yesterday's match, Sewell and Lawrence proved to be the weakest pair in the Club side, losing all three sets. The other two pairs, however, did not concede a set, making the score 6-3 in favour of the Club. Scores follow:

G. W. Sewell and E. D. Lawrence (H.K.C.C.) lost to Roberts and Remedios 5-7, lost to Remedios and Ribeiro 7-9, lost to A. Gosano and C. A. Barretto 3-6.
H. Owen Hughes and H. J. Armstrong (H.K.C.C.) beat Roberts and Remedios 7-5, beat Remedios and Ribeiro 6-3, beat Gosano and Barretto 7-5.

J. S. McEnchran and L. J. Goldman (H.K.C.C.) beat Roberts and Remedios 6-1, beat Remedios and Ribeiro 6-0, beat Gosano and Barretto 6-1.

LEAGUE TABLES.

"A" Division.

	P.	W.	L.	For.	Agst.	Pts.
Hongkong C.C.	8	8	47	25	8	
Chinese R.C.	7	5	48	15	6	
Kowloon C.C.	7	5	46	23	5	
M.B.K.	8	5	41	31	5	
South China	7	3	4	26	37	
Indian R.C.	6	1	5	22	32	
Craigengower	5	1	4	14	31	
Recreio	6	1	5	16	38	
University	6	1	6	16	28	

Mixed Doubles.

Kowloon Cricket Club became the first holders of the shield presented by the Dunlop Rubber Company for a mixed doubles tennis League. The Peninsula team won their sixth successive victory by defeating the Craigengower C. C. at Happy Valley yesterday, by six sets to two, the last set being uncompleted.

The visitors started favourites, having beaten the Chinese R.C. who had accounted for the Craigengower team, and the large crowd who made the journey to Happy Valley were not disappointed.

H. D. Runjahn and Mrs. Gull beat T. Lay and Mrs. McCaw 6-4; lost to E. C. Fincher and Mrs. Sayer 2-6; beat S. E. Green and Miss Heard 6-0.

S. A. Runjahn and Mrs. Pankhurst lost to Lay and Mrs. McCaw 1-6; lost to Fincher and Mrs. Sayer 2-6; lost to Green and Miss Heard 2-6.

TENNIS TOURNEY.

DIG EVENT ARRANGED FOR NEXT MONTH.

In connexion with the Track and Field Meet, the Chinese Athletic Association is holding an invitation tennis tournament consisting of two events. Men's Single Championship and Men's Doubles Championship, on their newly constructed mud courts inside their new North Point Stadium.

The two events are open to all comers. The first match will start on the 9th September and the finals will be on or about the 15th September.

Entry fee for Singles will be \$1, and for Doubles \$2 per pair.

Beginning on the 9th September until the 15th matches will be played from 3 p.m. to 7 p.m. and every competitor is expected to play two matches in a day except in the semi-final and finals.

All matches will be decided by the best two of three sets except the semi-finals and finals which will be decided by the best of five sets.

Entries will close on the 4th September and all entries must be sent to either the Chinese Athletic Association or to Mr. K. L. Ho, c/o China Sports, 16 D'Aguiar Street.

Dunlop Tennis Balls will be used for all matches.

All disputes arising from the tournament will be decided by the Tournament Committee, and the Tournament Committees have the right to limit the number of entries.

Five first class Chinese tennis players including the All Malay Tennis Champion, 1929, Mr. Khoo Hye-hole and the All Malay runner-up, Mr. Lim Pong-so, are coming to take part in this tournament.

Of the local players the Runjahn's Doubles Champions of the Colony will play, and probably Mr. M. W. Lo, the Singles Champion will enter in the competition.

BELGIAN CONCESSION.

SIGNATURE OF AGREEMENT FOR RENDITION IMMINENT.

Shanghai, Aug. 30.
The Foreign Minister, Dr. G. T. Wang, and the Belgian Minister, Baron de Warzee, to-day put the final touches to the negotiations for the rendition of the Belgian Concession at Tientsin.

The formal agreement will be signed at Tientsin to-morrow by the Chinese and Belgian delegates. —Reuter.

J. W. Leonard and Mrs. Bradbury lost to Lay and Mrs. McCaw 5-7; lost to Green and Miss Heard 8-10; match with Fincher and Mrs. Sayer not finished.

League Table.

	P.	W.	L.	For.	Agst.	Pts.
Kowloon C.C.	6	4	40	7	6	
Chinese	6	5	1	42	12	5
Craigengower	6	4	2	32	20	4
Ladies R.C.	6	3	3	39	24	3
University	6	2	4	21	33	2
Recreio	6	1	5	11	42	1
Kowloon B. C. C.	6	1	5	49	—	

AMANULLAH IN ROME.

TO STAY AT AFGHAN LEGATION?

Rome, July 11.
Amanullah with Queen Souriya and their family, including the baby Princess, reached Rome at 7 o'clock this morning. The ex-King, who was dressed in civilian clothes, looked fit but worried. Waiting motors carried the Royal party direct to the Afghan Legation.

The arrival of Amanullah and his Queen was in dramatic contrast with their State entry into Rome last year, when they were welcomed at the station by the Governor of Rome and escorted in procession to the Royal palace. To-day Amanullah's luggage was labelled "Afghan party."

Calling at the Legation, I found the place piled up with baggage—including baby carriages and wireless sets—and all in the confusion of settling in, twenty-five newcomers. The ex-King, through the Charge d'Affaires, said he did not know how long their stay at Rome would last, but he hoped to settle down there sufficiently long to take stock of events and the future.

Italy has received the news of the return of the ex-King as a simple citizen with the greatest sympathy and kindness. But points of delicacy are bound to arise, such as the rights of proprietorship of the legation, which, though founded by Amanullah and now occupied by him, should surely, it is thought, be under the jurisdiction of the new Afghan Government.

YARD MEN SHADOW TWO CARS.

RAIL REFUSED TO TWO OF THREE MEN CHARGED.

As a sequel to the detention by Scotland Yard Flying Squad of three men with two motor-cars in Upper Norwood, the men appeared at Lambeth Police Court recently. They were Ernest Collins, 35, a dealer, no address, John Ernest James Albert Howard, 48, managing director, of Angell-road, Brixton, and William Robey, 36, boot-maker, of Colby-road, Upper Norwood.

They were charged with being suspected persons loitering with intent to commit a felony and with stealing and receiving a motor-car.

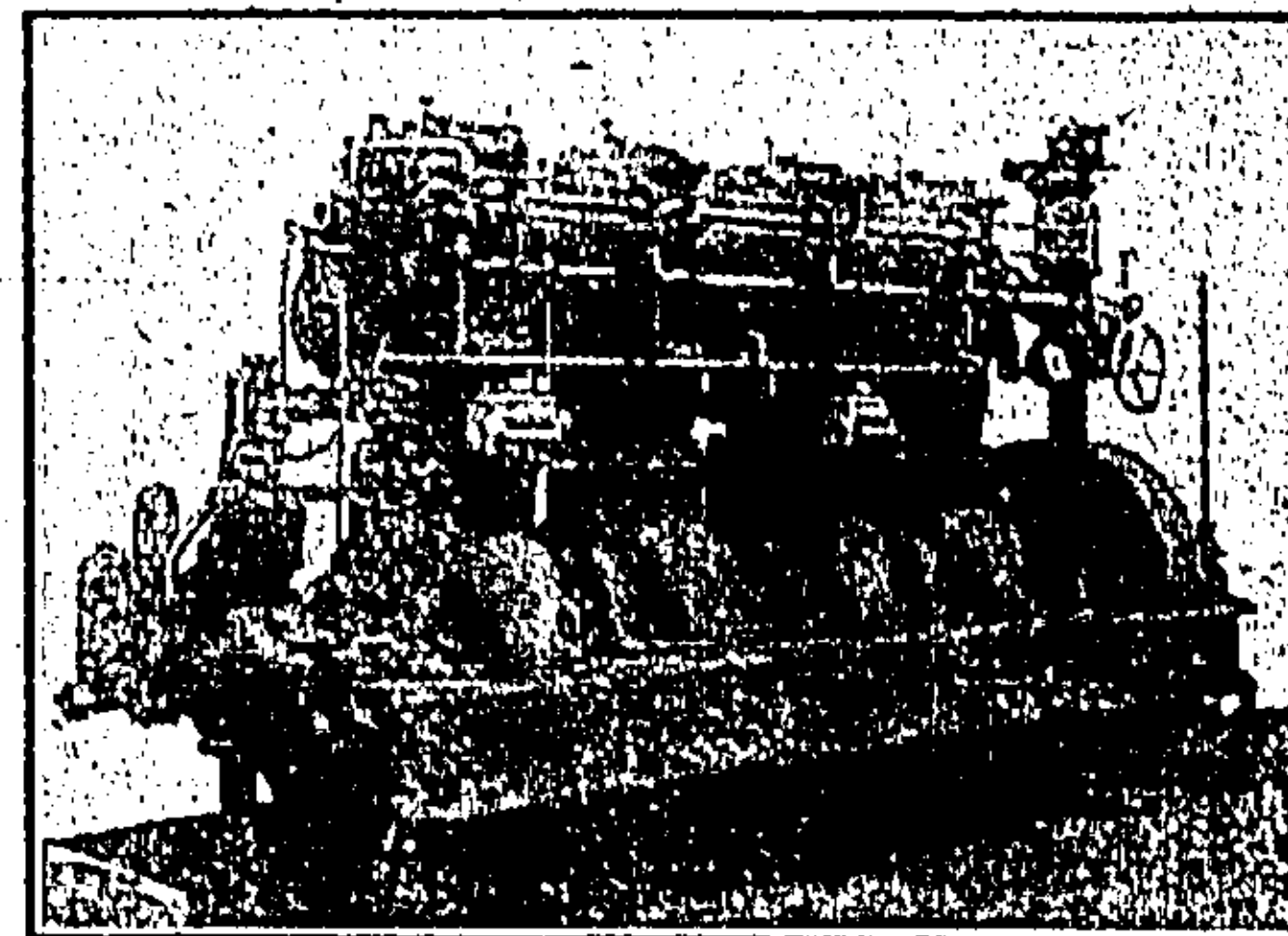
Detective White said that with other officers he watched the men. In two motor-cars they went to Herne Hill and Norwood-road, followed by police officers in a third car. At the Avenue the two cars stopped, and the men got out, and Collins and Robey walked to Westow hill, where they examined a jeweller's window.

Detective-inspector Oakley strongly opposed bail in the cases of Collins and Howard, remarking, "There are numerous injuries to be made in this case with a view to important arrests." The magistrate refused bail for Collins and Howard, but granted it for Robey.

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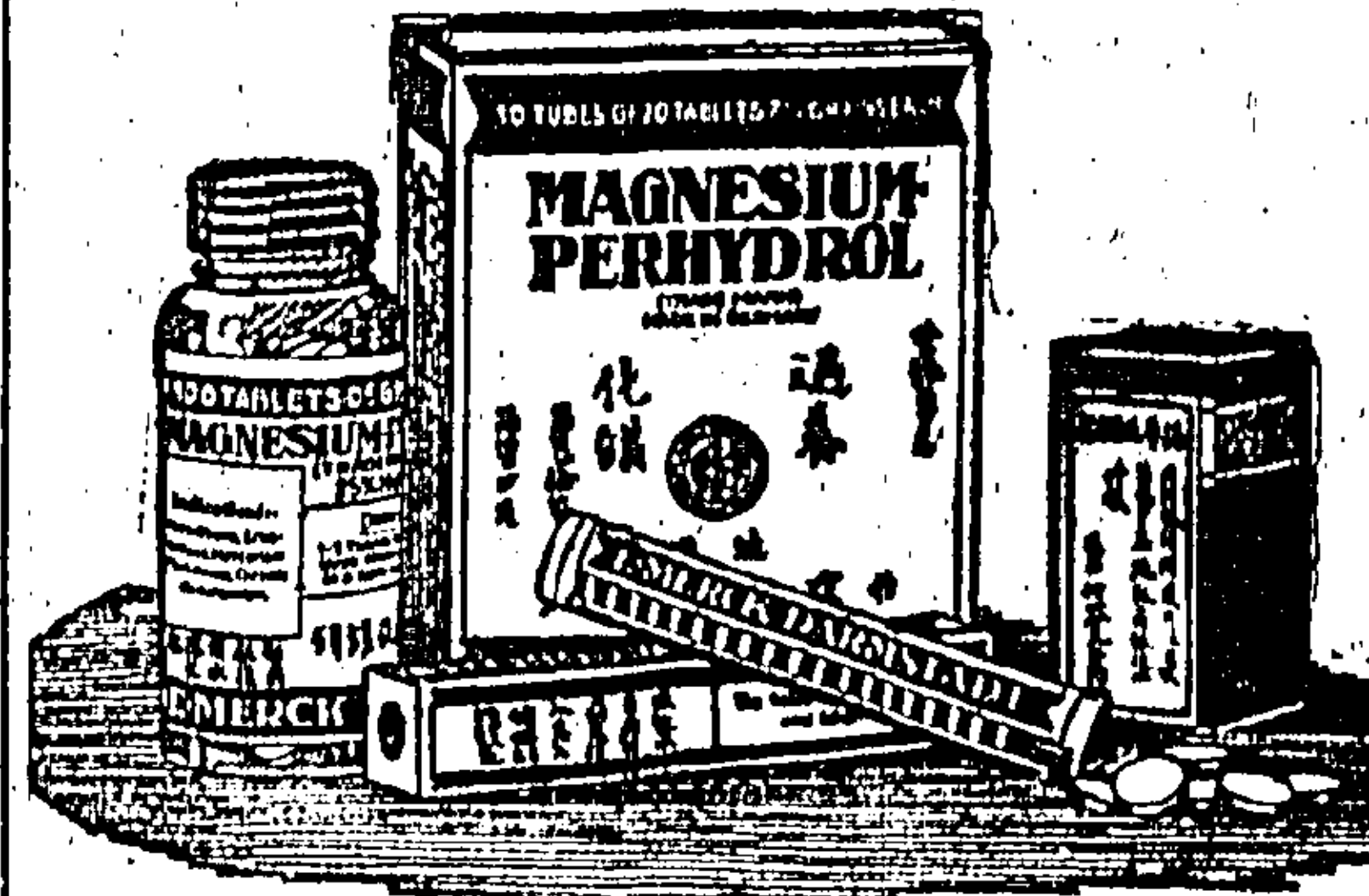
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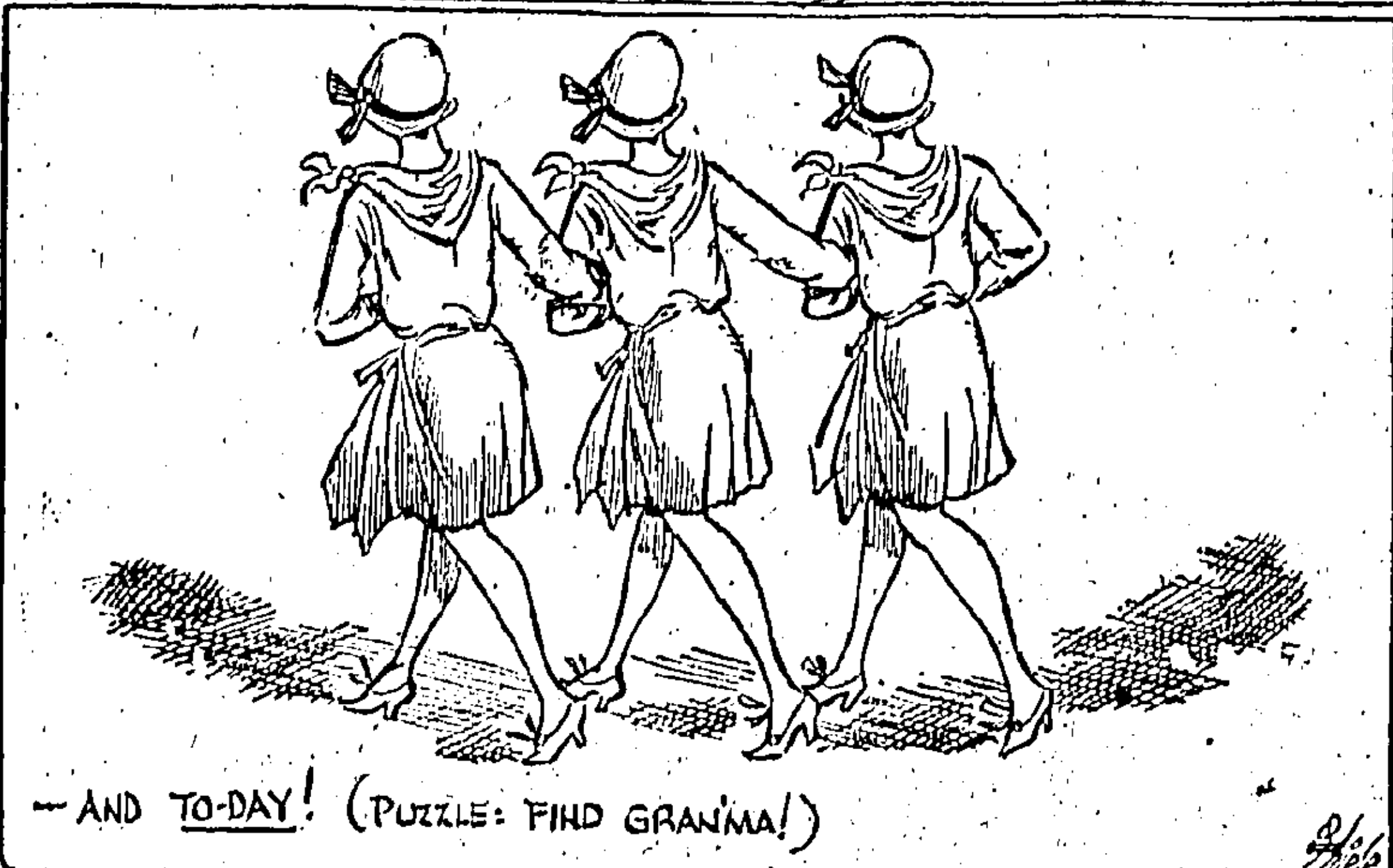
COMING TO THE

QUEEN'S TUESDAY &
WEDNESDAY

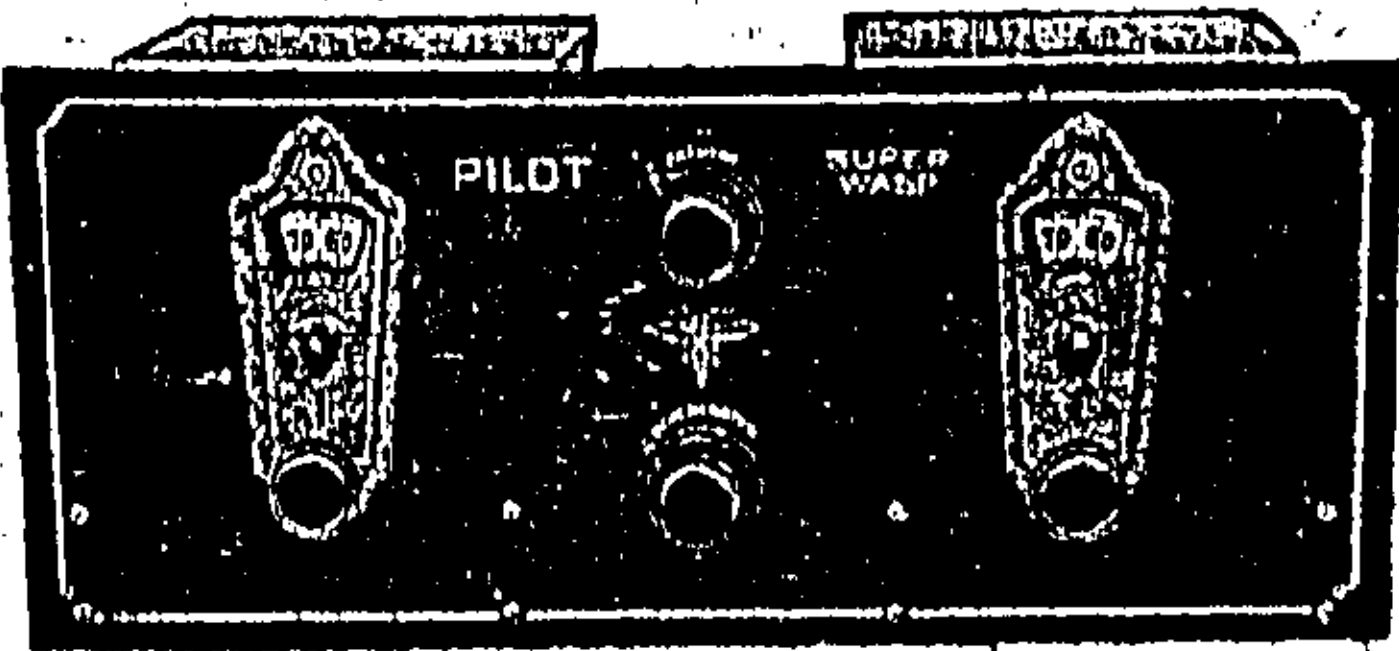
The health bulletin of Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, contains the following cases, the figures in parenthesis indicating deaths: Plague, Alexandria 3, Port Said 1, Bassel 4 (4), Ran-oon (2), Saigon 1 (1); Cholera, Calcutta (18), Karachi (6), Bangkok 4 (1), Phnom Penh 2 (2), Shanghai (29), Kobe 2, Osaka 4; Small-pox, Aden 4 (3), Bombay 11 (3), Calcutta 7 (6), Cochin 4, Karachi 6 (4), Madras 12 (6), Pondicherry 1 (1), Maccassar 1 (1), Belawan Deli 1.



— IN THE GOOD OLD DAYS —



— AND TO-DAY! (PUZZLE: FIND GRANDMA!)

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**CRASHER PRESENTED
TO THE PRINCE.****MYSTERY WOMAN'S
ESCAPADE.**

London, July 18.

An audacious escapade on the part of an unknown, and uninvited, woman at the Mansion House dinner presided over by the Prince of Wales on Monday evening, was revealed yesterday.

This "gate-crasher":
Gave an English title and was announced;

Was presented to the Prince of Wales;

Shook hands with Sir Abe and Lady Bailey;

Took the seat of the Lord Privy Seal.

The dinner was given in honour of Sir Abe and Lady Bailey, and was attended by many distinguished guests.

"Disgraceful."

Sir Abe's comment on the woman's conduct.

"It was disgraceful behaviour. People who break into other people's houses are sent to gaol; similar punishment ought to be meted out in cases like this."

It was the woman's extraordinary self-composure which enabled her to escape detection as an impostor for some time.

After having been presented to the Prince and to Sir Abe and Lady Bailey, she moved about among the other guests in the reception chamber, quite at ease and apparently quite at home.

Few of the guests have any definite impression of her, but she is described as well-dressed, about 30 years of age, and with a foreign accent.

Suspensions Aroused.

When dinner was announced, and the guests began to make their way to their seats, however, suspicions were aroused.

There were, besides Lady Bailey and Lady Studd (the Lady May-ress), only two other women guests present, and the "gate-crasher," in selecting a seat, happened to choose that reserved at the Prince's table for Mr. J. H. Thomas, Lord Privy Seal.

Inquiries were made; it was found that the woman was not an invited guest, and she was requested to withdraw.

It is stated that later Mr. Thomas found that notes of his speech which he had left at his place at the table were missing.

So far the identity of the woman has not been discovered.

**LONDON. "BURGLARS'
PARADISE."****STREET NEAR A POLICE
STATION.**

The remarkable number of petty thefts and burglaries which have occurred during the past year or so in Beauchamp place, Brompton-road, London, and the adjoining streets has caused the district to be regarded by the inhabitants and shopkeepers as a veritable "burglars' Paradise," says a London correspondent.

The raids have been carried out at fairly close intervals, some in the daytime, some in the early evening, and some during the traditional "small hours"—but all under the very noses of the police at the Walton-street station which is near.

Beauchamp place is a little street running south from Brompton-road, and consisting for the most part of small shops dealing in antiques, millinery and other commodities. The long-suffering owner of one antique shop at the southern extremity of the street, said that recently he had had his third and most serious raid and was getting accustomed to them.

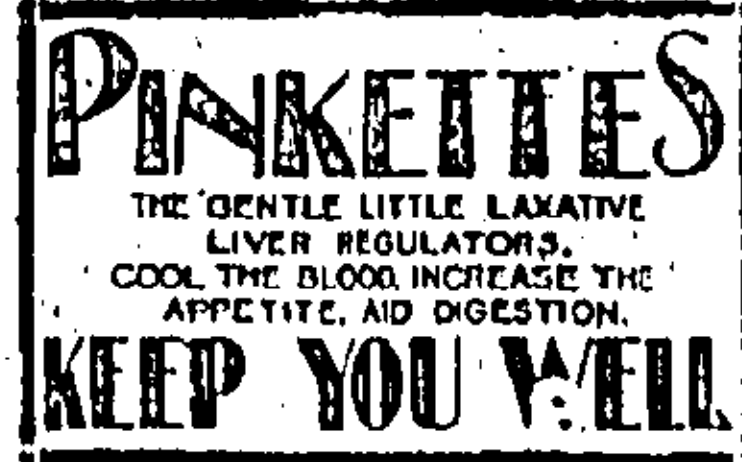
"On the first two occasions," he said, "the thieves took a portmanteau containing much valuable property from a motorcar outside the shop, and removed some furniture from the premises. These thefts were carried out in daylight, and no trace has been found of the thieves or the property. Again, on July 16, a thief or thieves walked calmly upstairs into the first floor showroom while the staff were on the ground floor and got away with some valuable jewellery, and some silver and gold ornaments."

The shop next door has had its second visit from burglars, who managed on their first visit to abstract a handbag containing £30, and on the second to steal a quantity of jewellery. None of the property has been recovered, and the thieves have not been brought to book.

A charwoman employed at one of the few private flats in the street stated that her employers' flat had been entered twice and jewellery stolen. On each occasion the door of the flat was opened with a key, there being no sign of a forced entry.

**To be Happy Through Hot.
A Secret Worth Knowing.**

The chief secret of keeping cheerful and "fit" no matter how high the temperature climbs is to take due care of the liver and intestinal tract. Used when needed, Pinkettes keep the system clean and cool, prevent liverishness, banish headaches and bilious attacks, aid the appetite and digestion. Obtainable from chemists everywhere, at 60 cents per vial.



entry.

The same melancholy story was told to me at a milliner's shop opposite one of the first establishments in the ill-fated street to receive attention from the raiders.

They got away with about £200 worth of goods, which were carried off in a motorcar which had been left standing at the corner," said the manageress. "This particular raid took place at about 9.30 at night, and none of the property has been recovered."

That the inhabitants of Beauchamp place are exceedingly timid is proved by the fact that at another milliner's shop at which I called, the girl who unlocked the door in response to my ring carefully locked it again while she went to fetch the manageress.

Another shop, that of the Officers' Families' Industries Association—also among the first to be raided—lost £300 worth of goods, and has recovered none. A dressmaker's, a few doors away, was also burgled recently, and valuable property stolen.

The district is infested, I was told, by a class of men known locally as "runners," who are either active in a very small way calling at the antique shops under pretence of offering some valueless object to sell, or men professing to be at the disposal of shopkeepers as messengers.

**THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
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No. 1 for Rheumatism, No. 2 for Blood & Skin Diseases, No. 3 for Chronic Weaknesses. SUGGESTED RETAIL PRICE IN HONGKONG: 1/6 PER BOTTLE. ALL TRADE MARKS. SOLELY THERAPION IS ON THE GOVT. STAND APPOINTED TO THE HONGKONG FACETS.

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ELECTRIC REFRIGERATION**

Means

There isn't a single belt, fan, or drain pipe—nothing below the cabinet—nothing in the basement.

A refrigerator so simple that all you need do is to plug it into the nearest electric outlet and it never even needs oiling.

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ALL-STEEL REFRIGERATOR**

On View at

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(Showroom)—

General Electric Co., of

China Ltd.,—

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Andersen, Meyer & Co., Ltd.

Sole Agents.

**The best
LEMON SQUASH
on the market.**

*Made from the finest Lemons and
the best cane sugar.*



Sole Agents:

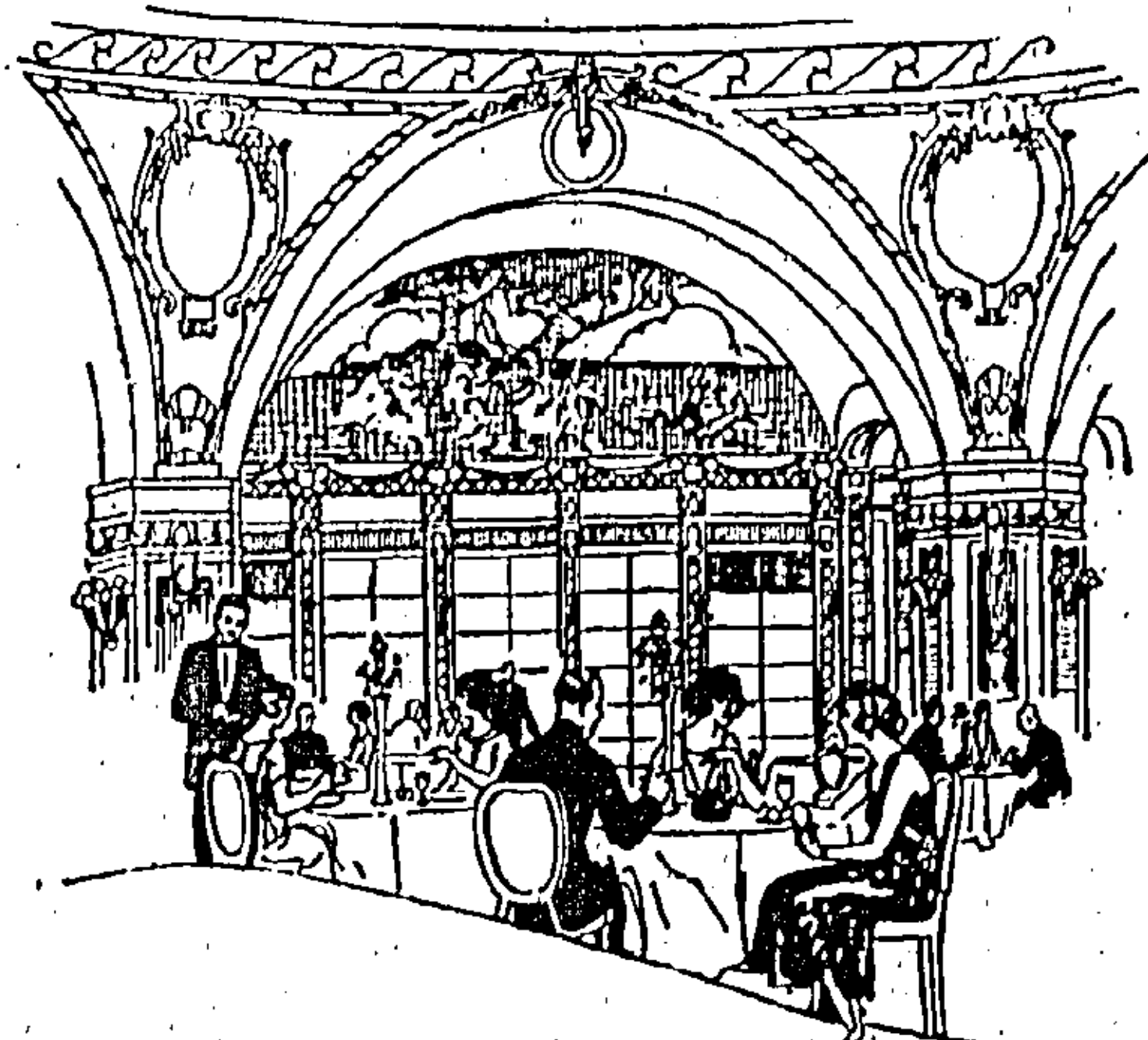
CALDBECK, MACGREGOR & CO., LTD.

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CEYLON TEA**

Cheapest and Best

From all leading Comproducers.

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SHANGHAI.**

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(Opposite the Racecourse)

SHANGHAI.

SALESMAN SAM

By Small



DOLLAR DAY

EVERYDAY

NEXT WEEK AT WHITEAWAYS

MONDAY, September 2nd., to SATURDAY, September 7th.

In order to clean up our Stock and make room for Spring Shipments we are offering for one week the most remarkable DOLLAR VALUES AND BARGAINS ever seen in HONGKONG.

Bargains in all Departments. Come Early for the best.
WHITEAWAYS Hongkong. Where your Dollar buys the most.

N.Y.K. LINE

REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING FROM £83 TO £120—ON SALE.

SUMMER EXCURSION RATES.

From Hongkong to Shanghai and Return	H. \$120
" " " Nagasaki	H. \$165
" " " Moji	H. \$190
" " " Kobe	H. \$210
" " " Yokohama	H. \$235
SAN FRANCISCO via Shanghai, Japan Ports & Honolulu	
Korea Maru	Wednesday, 4th Sept.
Shinyo Maru	Wednesday, 18th Sept.
SEATTLE, VICTORIA via Shanghai & Japan Ports	
Shizuka Maru	Monday, 9th Sept.
Yokohama Maru	Monday, 23rd Sept.
LONDON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suva	
Hakusan Maru	Saturday, 7th Sept.
Ritomo Maru	Saturday, 21st Sept.
SYDNEY & MELBOURNE via Manila & Port	
Tango Maru	Wednesday, 25th Sept.
Aki Maru	Wednesday, 23rd Oct.
BOMBAY via Singapore, Panang & Colombo	
Sado Maru	Wednesday, 11th Sept.
Totori Maru	Friday, 27th Sept.
SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama	
Rakuyo Maru	Tuesday, 24th Sept.
SOUTH AMERICA (EAST COAST) via Singapore, Capetown & Port	
Kanagawa Maru	Tuesday, 24th Sept.
NEW YORK, BOSTON, HAVANA via Panama	
Maybashi Maru	Thursday, 12th Sept.
Toku Maru	Sunday, 29th Sept.
LIVERPOOL via Port Said, Constantinople, Genoa & Marseilles	
Lyon Maru	Friday, 20th Sept.
CALCUTTA via Singapore, Penang & Rangoon	
Penang Maru	Sunday, 8th Sept.
Muroran Maru	Monday, 16th Sept.
SHANGHAI, KOBE & YOKOHAMA	
Kamo Maru	Monday, 2nd Sept.
Awa Maru (Moji Direct)	Monday, 2nd Sept.
Hanqoon Maru (Kobe Direct)	Thursday, 5th Sept.
Cargo only.	

Reduced 1st class Excursion Rates quoted between Manila and Australia.
For further information apply to: **NIPPON YUSEN KAISHA**
Tel. Central Nos. 292, and 3897 (private exchanges to all Depts.)

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamers.	Sailings.
TO TSINGTAO via SWATOW & SHANGHAI	Hanqiang Yatshing Chakiang Kwaisang	Sun. 1st Sept at noon. Sun. 4th Sept at noon. Wed. 8th Sept at noon. Wed. 11th Sept at noon.
TO OSARA via AMOY, MOJI & KOBE	Honang Namsang Yuenang	Tues. 3rd Sept at 7 a.m. Fri. 20th Sept at 7 a.m. Tues. 1st Oct at 10 a.m.
TO OSARA via AMOY, SHANGHAI, MOJI & KOBE	Kutsang	Tues. 10th Sept at noon.
TO SINGAPORE, PENANG & CALCUTTA	Suisang Kunsang	Mon. 2nd Sept at 3 p.m. Mon. 16th Sept at 3 p.m.
TO SANDAKAN	Hinsang Mausang	Wed. 4th Sept at 3 p.m. Mon. 16th Sept at 3 p.m.
TO TIENTSIN via WEI-HAI-WEI & NEWCHOWING	Cheongshing Chipsing	Thurs. 5th Sept at noon. Thurs. 24th Sept at noon.

For freight or passage apply to:—
JARDINE, MATHESON & CO., LTD.
Telephone 215, Central General Managers

CONSIGNEES' NOTICES.

N. Y. K. LINE.
(NIPPON YUSEN KAISHA.)

From EUROPE and STRAITS.

The Steamship.

"OHIO MARU" having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained.

Goods not cleared by the 4th September, 1929, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives on any Tuesdays and Fridays, at 2.30 p.m. within the free storage period. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns. No fire insurance has been effected.

NIPPON YUSEN KAISHA,
Hongkong, 28th August, 1929.

CHINA & THE LEAGUE.

PAYMENT OF INSTALMENT OF HER CONTRIBUTION.

Geneva, Aug. 30.
Mr. Wu Kai-sing, the director of the permanent office of the Chinese delegation to the League of Nations, has deposited with the Secretariat of the League 500,000 Swiss francs, towards the payment of China's contribution to the League in 1929.—*Router.*

CONSIGNEES' NOTICE.

SERVICES CONTRACTUAL DES MESSAGERIES MARITIMES.

The Steamship.

"SPHINX"

Arrived Hongkong on Tuesday the 27th August, 1929.
From MARSEILLES & also bringing cargo from BORDEAUX, COGNAC & ex s.s. "TETUAN"

Consignees of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery can be obtained as the goods are landed.

Goods not cleared within 7 days including date of arrival, will be subject to rent.

All claims must be sent to the undersigned before the Thursday, the 5th September, 1929, or they will not be recognized.

Damaged packages must be left in the Godowns for examination by the consignees, and the Company's Surveyor Messrs. Goddard and Douglas at 10.00 a.m. on Monday the 2nd September, 1929.

No claims will be admitted after the goods have left the Godowns. No fire insurance will be effected by us in any case whatever.

L. LESDOS,
Agent.
Hongkong, 27th August, 1929.

LETTER GOLF SOLUTION.

Here is the solution to the puzzle on another page.
LIONS, LIMNS, LINES, TIMES, TIMER, TIGER.

LOCAL RADIO.

TO-DAY'S BROADCAST PROGRAMME.

Broadcast by Z.B.W. on 350 metres.
1.45 p.m. Weather report.
5.30-6.30 p.m. Programme of Chinese music, (Columbia Records supplied through the courtesy of Messrs. Wo Shing Co.).
7.45 p.m. Evening weather report.
8 p.m. Evening Programme, (Columbia Records supplied through the courtesy of Messrs. Anderson Music Co., Ltd.).
"The Five O'Clock Girl" Selection.
Ray Starita and His Ambassadors Band.
Dance music.
8.45 p.m. "Napoleon."
"She's Mine."
Comedian, Billy Bennett.
Dance music.
9.30 p.m. "That's a Good Girl" Selection.
"Show Boat" Selection.
Piano Solo, Billy Mayer.
Dance music.
10.15 p.m. "The Mikado" (Gilbert and Sullivan).
Vocal Gens.
Columbia Light Opera Company.
10.30 p.m. Evening weather report.
10.35 p.m. Tomorrow's Programme.

The following programme will be broadcast to-morrow from the Government Broadcasting Station Z.B.W. on 350 metres.
1.45 p.m. Weather report.
5.55 p.m. Evening Service relayed from St. John's Cathedral.
7.45 p.m. Evening weather report.
9 p.m. Evening Programme (Victor and H. M. V. Records supplied through the courtesy of Messrs. S. Moutrie and Co., Ltd.).
"Mine Eyes Have Seen the Glory of the Coming of the Lord."
Choir of the Temple Church.
"Holla Across the Meadows."
"Serenade" (Drigo).
Organ Solo, Reginald Foort.
"On the Banks of the Danube."
Piano Solo, John Kurnez.
"Introduction and Fugue" (Liszt).
Organ Solo, Fernando Germain.
"Messiah-Hallelujah Chorus."
(Handel).
"Gloria from 'Twelfth Mass'."
(Mozart).
Trinity Choir.
"Springing Penalties!"
"Hail the Lord to the Rudder."
Metropolitan Opera Chorus.
"Prayer of Thanksgiving."
"Swing Low Sweet Chariot."
Associated Glee Clubs of America.
"By the Blue Hawaiian Waters."
"I Leave Me Alone (b) Songs My Mother Taught Me."
Organ Solo, Reginald Foort.
"Ye That Now Are Sorrowful."
(Brahms).
Soprano, Florence Austral.
"Ave Maria" (Lemare).
"Trauerlied" (Reverie).
Organ Solo, Edwin H. Lemare.
"Largo" (Handel).
Organ Solo, Mark Andrews.
10.30 p.m. Close down.

CANTON'S NAVY.

REPAIRS TO THE CRUISER FEI YING.

Canton, Aug. 29.
Admiral Chan Chak, Commander of the 4th Squadron has sent invitations to all naval officers and civil and military officials of the Canton Government to a banquet which will be given to-day at the Canton Naval Headquarters.
It is reported that Admiral Chan Chak has recently been promised by the Naval Conference recently held at Nanking, a sum of \$200,000 for the repair of the cruiser "Fei Ying." The Canton naval authority has ordered a naval engineer and Captain Y. Y. Tso of the Kwang Nam Dock to have the cruiser thoroughly examined. It is learned that the repair work will be considerable and that the naval authority has decided to invite tenders from the Hongkong Dockyards.—*Nam Ching Po.*

DEFACED BANKNOTES.

CANTON DEPARTMENT ISSUES A WARNING.

The reprehensible habit of writing characters, drawing pictures, or impressing chops on banknotes is condemned in a notification issued by the Department of Finance, Canton, which declares that such practices greatly increase the difficulty of examining the notes to distinguish the genuine from the spurious. This notification was issued under the instructions of the Ministry of Finance, and such practices are to be strictly prohibited in future. It is also explained that not only does the marking constitute a defacement, but the ink used may have a deleterious effect on the texture of the paper, and may result in the notes being refused.

Central Bank Notes.
The Central Bank at Canton, which has taken steps for the redemption of silver exchange of the \$5, \$10, and \$1 Central Bank notes during the past few weeks, has announced that from to-day the bank will accept all \$50 Central Bank notes for exchange and all who produce the \$50 notes will be given full value in silver coins for their money. The silver exchange of all the \$100 notes will be inaugurated on September 10.
Shanghai Refuses Canton Coins.
Information has reached Canton, says the Canton News Agency, that the merchants at Shanghai have refused to accept the new Kwangtung 18th Year 20 cents subsidiary coins and that steps have been taken to bar their importation into Shanghai. It is learned that the local Bureau of Finance despatched yesterday a petition to the Ministry of Finance, requesting that the Shanghai Customs and Chinese Chamber of Commerce, be asked to allow the coins to enter and go into circulation, on the ground that the financial credit of the Government must be maintained.

GEN. CHAN MING-SHU.

TO DEPART ON THE EMPRESS OF ASIA.

Canton, Aug. 30.
According to well-informed official circles, Chairman General Chan Ming-shu, accompanied by General Tang Yin-wah, the Commissioner of Public Reconstruction, Mr. Fan Ki-mo, the Commissioner of Finance, and Mr. Chu Chang-nien, will leave on the 3rd of September, going by the Empress of Asia, which leaves Hongkong on the 4th.
It is intimated that the Chairman and his party will return at the end of a fortnight or thereabouts.—*Canton News Agency.*

SPEEDING THE MAILS.

USE OF THE INDIA AIR SERVICE FACILITIES.

London Aug. 30.
The Post Office announces that correspondence for destinations beyond India, for example to Ceylon, the Straits Settlements, Hongkong, Australia and New Zealand, can now be sent by the India air mail to connect at Colombo with the mail that left London by the ordinary route the previous Thursday.—*Reuter.*

ALLEGED MURDER.

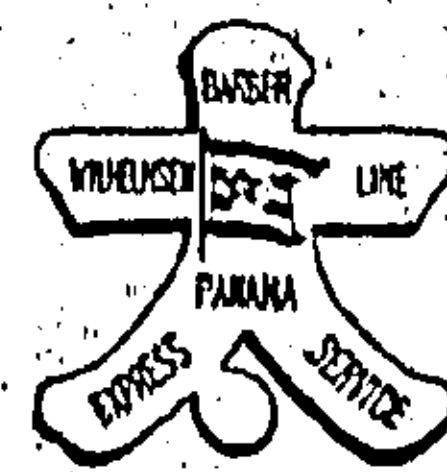
A FATAL FIGHT IN CROSS STREET.

The hearing was resumed before Mr. E. W. Hamilton at the Central Magistracy yesterday afternoon, of the case in which a Chinese coolie is charged with the murder, by stabbing, of another coolie at Cross Street.
The Kiu, a youth who assisted at a medical tent at Cross Street, testified that sometime after 4 p.m. on the day in question, while serving customers, his attention was drawn to two persons who were fighting, on the other side of the street. He saw one of them strike two blows, but could not distinguish with what weapon they were inflicted.
Prior to this, the man who was struck had been squatting on a low stool, but he was pulled to his feet by the other. The blows were directed at the man's chest, and following upon that, both men ran away, taking different directions; the man who was struck running towards Tai Yuen Street and the man who struck him, disappearing in the direction of Stone Nullah Lane.
Examined by the Court, witness said he could not make out how the two men were dressed, or what the colour of their clothing was. He did not know either of the men.
Mr. Somersel Fitzroy (appearing for the Crown) said he had expected a different answer from the witness.
Mr. Hamilton: I think he has firmly made up his mind not to tell.
Mr. Fitzroy said it was possible that the witness could not have discerned things clearly from where he was placed.
Accused intimated that he had a question to put to the witness, and was informed that the witness had not identified him or compromised him in his testimony. The question which witness desired to put was: "Did the witness see deceased strike me?" and this was allowed, when Mr. Fitzroy explained that it was in perfect accord with the defence. That defence was already shown in a signed statement to the police which read as follows: "Deceased struck me first. He struck me on my back and ran. I used a knife to stab him."
Apparently, commented Mr. Fitzroy, the accused had wished to advance the plea that he was acting in self-defence, in which case the question which he wished to put to the witness was relevant.
Upon the question being put, the witness replied that he did not see who struck the first blow, but he agreed it was possible that his attention was drawn to the fight only when it was in a progressive stage of development.
The hearing was again adjourned until Monday afternoon.

YEN AND FENG.

WILL LEAVE FOR ABROAD NEXT MONTH.

Canton, Aug. 29.
According to well-informed circles in the North, Yen Hsi-shan and Feng Yu-hsiang will go abroad about the end of September. Shang Cheng, right hand man of Yen Hsi-shan, yesterday assumed office as Chairman of the Shanxi Provincial Government.—*Canton News Agency.*



BARBER WILHELMSEN LINE

take great pleasure in announcing the inauguration of a new and direct Service from New York and Pacific coast ports to the Far East and return, via the Panama Canal.

The M. V. "Tai Yin" will sail from Hongkong on September 12th for San Francisco and New York arriving in San Francisco on October 7th, and in New York on October 24th.

Shippers are offered an all water service to New York in 42 days.

Passengers will fully appreciate the amenities of a trip to New York by water without change of vessel in record time.

A monthly service will be maintained.

For Passenger and Freight information please apply

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Queen's Buildings. Agents. Telephone C. 1080.

P. & O. BRITISH-INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)
Taking cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
MOREA	10,954	14th Sept.	Bombay, M'les & London
MANTUA	10,946	28th Sept.	Bombay, M'les & L'don
*KARNATA	9,128	12th Oct.	M'les, L'don, R'dm & A'werp
*MIRZAPORE	6,715	16th Oct.	Straits, Colombo & B'bay
*KALYAN	9,144	26th Oct.	M'les, L'don, R'dm & A'werp

*Cargo only. *Calls Casa Blanca.
Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrene, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

*DALGONA	5,953	4th Sept.	S'pore, Penang & Calcutta
*IGARBETA	5,327	17th Sept.	S'pore, Penang & Calcutta
TILAWA	10,006	4th Oct.	S'pore, Penang & Calcutta
TALAMBA	8,018	12th Oct.	S'pore, Penang & Calcutta
TAKIWA	7,936	21st Oct.	S'pore, Penang & Calcutta

*Calls Rangoon. *Cargo only.
B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	4th Oct.	Manila, Sandakan, Thurs.
NELLORE	6,853	1st Nov.	Island, Townsville, B'bane
TANDA	6,956	20th Nov.	Sydney and Melbourne.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.
The E. & A. S.S. Co., Ltd. steamers will also call at Shanghai, Hainan, Cebu, Kulambagan, Tawao, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

*NAGPORE	5,273	4th Sept.	S'hai, Moji, Kobe & Yoko
ST. ALBANS	4,500	10th Sept.	Moji, Kobe, Osaka & Yoko
MANTUA	10,946	13th Sept.	Shanghai
TILAWA	10,006	14th Sept.	Amoy, Moji, Kobe & Osaka
*MIRZAPORE	6,715	17th Sept.	Shanghai, Moji & Kobe
TALAMBA	8,018	19th Sept.	Amoy, S'hai, Moji, Kobe & Osaka

*Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.
Parcels Measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co.,
P. & O. Bldg., Connaught Rd., C., Agents.

GLEN LINE.

Fare Hongkong to London £82.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENAMOY"	1st Sept.
Motor Vessel "GLENAP"	2nd Oct.
Motor Vessel "GLENLUCE"	30th Oct.
Motor Vessel "GLENBEG"	27th Nov.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Motor Vessel "GLENLUCE"	20th Sept.
Steamship "GARNARVONSHIRE"	27th Sept.
Motor Vessel "GLENBEG"	11th Oct.
Steamship "PEMBROKESHIRE"	25th Oct.
Steamship "GLENIFFER"	8th Nov.

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AGENTS: THE GLEN LINE, LTD.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

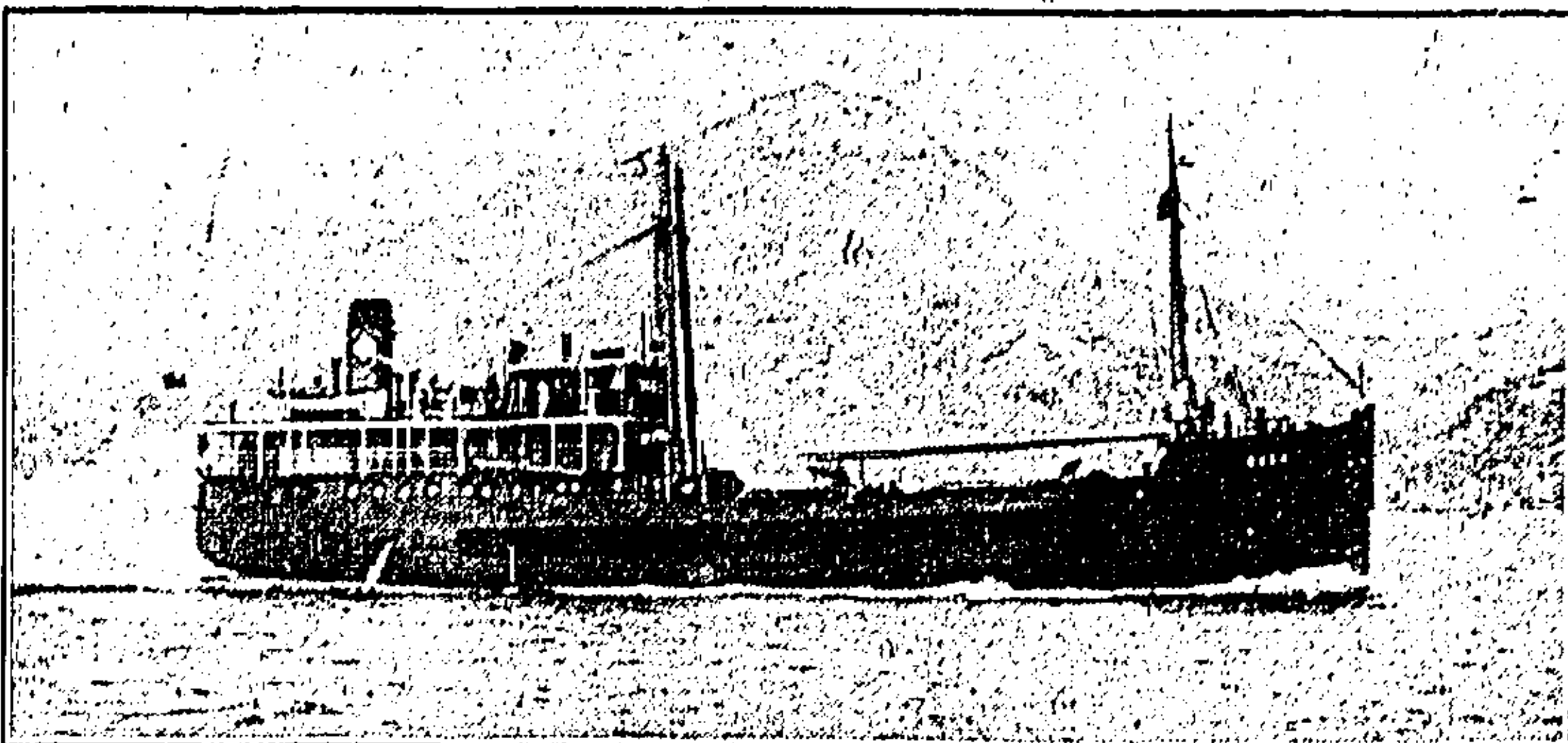
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STEEL TWIN SCREW MOTOR VESSEL.

Dimensions:—168' 0" B.P. x 35' 0" x 13' 6" Mid. B.H.P. 480, Speed 10 knots, D.W. 845.

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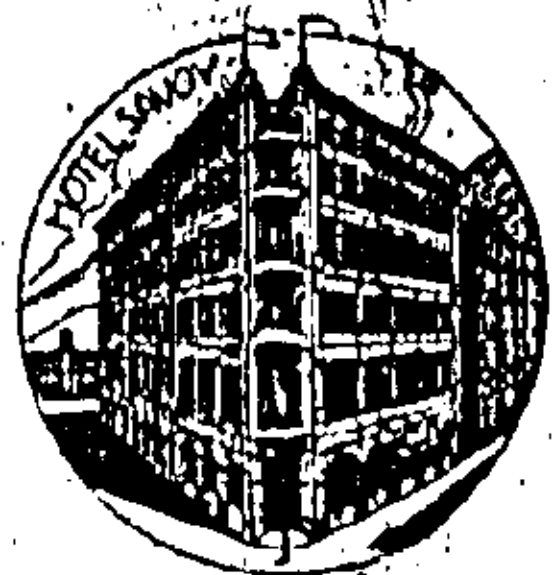
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PENINSULA HOTEL;
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PEAK HOTEL
AND
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ASTOR HOUSE; PALACE HOTEL;
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HOTELS
LIMITED.
In association with the Grand Hotel
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Hotel SAVOY

The Newest and Finest
Hostelry in THE Colony

Convenient... Cosmopolitan



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KOWLOON.

Under the Personal Supervision and
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K. 608 & K. 609. Hongkong.

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Tel. Kowloon No. 3. Tel. Address "PALACE."
UNDER ENTIRELY EUROPEAN MANAGEMENT.
A first class Residential and Tourist Hotel with all the conveniences
of a Home.
Bar and three Billiard Tables; two in New Billiard Saloon.
Moderate Terms; families especially catered for.
Hotel newly renovated. MRS. J. H. OXBERRY, Proprietress.

EUROPE HOTEL

Cables:—"EUROPE"
Singapore.

SINGAPORE

After dinner
dancing every
Tuesday, Thursday
and Saturday.

Grill

THE EUROPE HOTEL LTD.

Arthur E. Odell, Managing-Director.

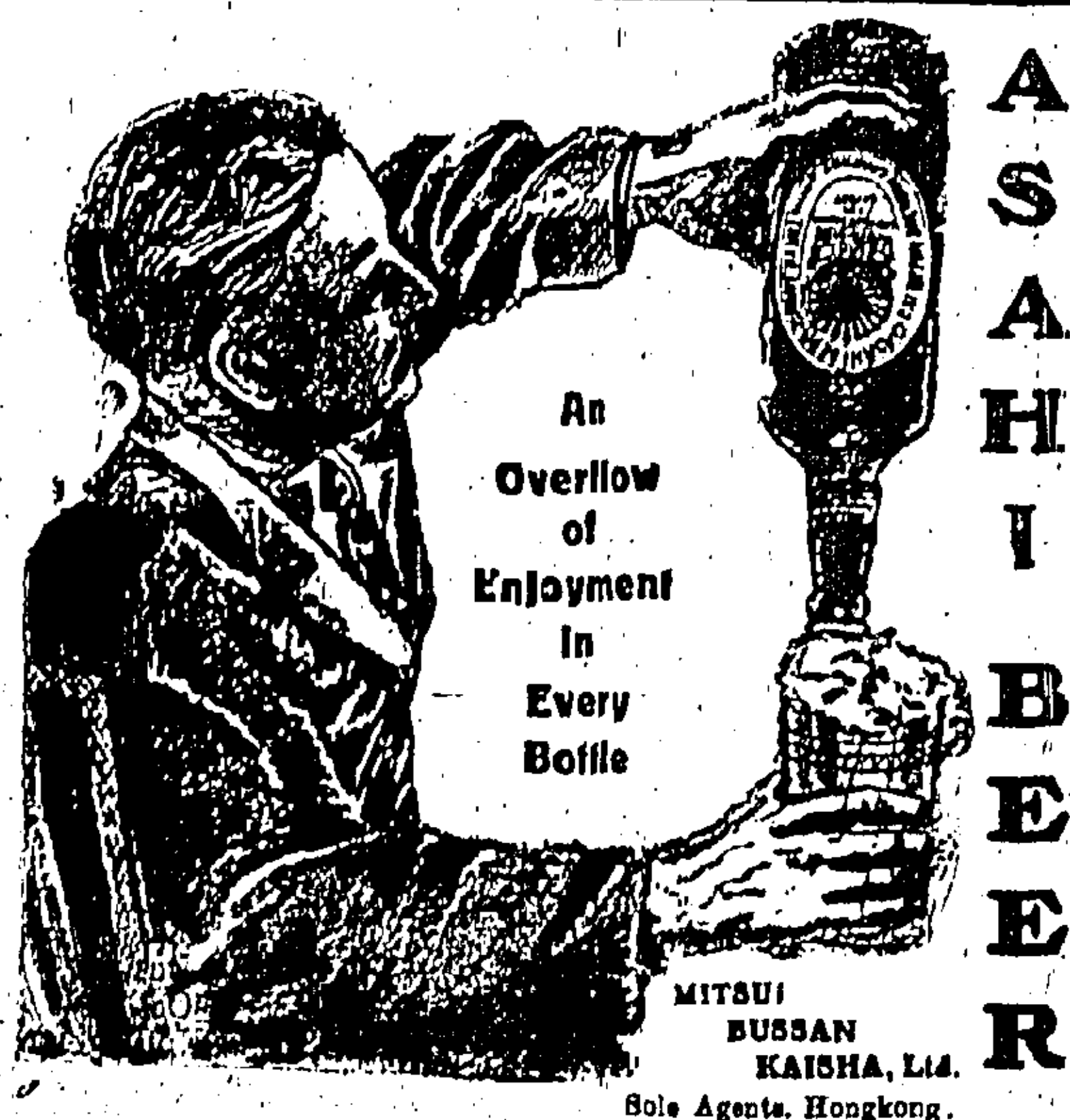
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(Incorporated in the Straits Settlements.)

LARGEST BALLROOM IN THE STRAITS.
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"THE BUZZERS" FOLLIES.



Above are seen "The Buzzers" Follies, who are to give an entertainment at the R.N. Canton Theatre, under the patronage of H.E. the Governor, on Wednesday night at 9 o'clock. The concert is being held under the auspices of the R.A.O.B. Club, and the total proceeds will be devoted to the dependent of the recent naval disasters in which H.M. submarines H.47 and L.12, and H.M.S. Devonshire figured. (Photo: Ming Yuen Studio).

FRANK WOOLLEY'S DISTINCTION.

(Continued from Page 1.)

visitors collaring the attack and hitting up the colossal score of 516 runs for 8 wickets (declared).

The principal contributors to this total were E.W. Dawson, the skipper, who made 140, Berry who compiled 156 and Bradshaw, whose score stood at 105 (not out) when the declaration was made.

Surrey replied with 243 and followed on, setting out to save the game. This they achieved with the greatest of ease Hobbs giving one of his most delightful displays and scoring 115 (not out) out of 186 for 2 wickets.

LANCASHIRE'S WIN.

Splendid Stand by Iddon and Watson.

Lancashire won their last match of the season, against Glamorgan at Manchester, by nine wickets, after declaring with five wickets down in their first innings.

Glamorgan batting first scored 239 (MacDonald, 6 for 93) to which Lancashire replied with 447 for 5 wickets (declared). A splendid partnership between Watson (148) and Iddon (124) played a big share in their success.

Glamorgan made 251 on batting again (MacDonald, 5 for 93) and obliged Lancashire to go on again. They needed 40 odd to win and scored 46 for the loss of one wicket.

A FINE PERFORMANCE.

Somerset Secure Their Third Victory.

Somerset defeated Warwickshire at Taunton by 379 runs! The match was one which might have been won by an innings, but J. C. White elected to bat again and set the visitors a practically impossible task.

Somerset hit 334 on taking first knock and then dismissed Warwick for 129. Batting again, Somerset compiled 290 for 8 and declared, leaving their opponents with the task of scoring 496 to win. They failed even more disastrously than in their first innings, being all out for 116, Wellard taking 5 wickets for 45 runs. E.F. Longridge compiled 124 in Somerset's second innings.

DALTON'S FEAT.

South Africans Beat Sussex.

The South Africans beat Sussex by 217 runs at Brighton, being on top from first to last.

Batting first, they made 330, E.L. Dalton scoring 102 and completing three centuries in successive innings. Bowley took 5 wickets for 61 runs.

Sussex replied with 239. B. Mitchell batted almost through South Africans' second innings. He compiled 140 and the last wickets fell at 290. Sussex were dismissed for 164, Q. MacMillan taking 5 wickets for 54 runs.

A NARROW WIN.

Gloucester's Victory in A Bowlers' Match.

Gloucester beat Hampshire by 14 runs, in a bowlers' match.

Batting first, Gloucester compiled 212, Kennedy taking 6 of their wickets for 58, and only reached 117 in their second knock. Kennedy this time taking 5 for 62 and Newman 5 for 43.

Hampshire scored 167, Parker taking 5 for 38, and 148, Goddard

FELONY LAW TO BE AMENDED.

CHANGE IN HONGKONG ORDINANCE.

IMPORTANT BEARING ON PIRACY OFFENCES.

ABETTORS AFFECTED.

The Gazette contains the draft of an Ordinance to amend the law relating to accessories to and abettors of indictable offences, which is shortly to be introduced in the Legislative Council. The text of the Ordinance is as follows:

Accessories Before the Fact.

2. Every person who becomes an accessory before the fact to any felony, whether the same is a felony at common law or by virtue of any Act or Ordinance, may be indicted, tried, convicted, and punished in all respects as if he were a principal felon.

3. Every person who counsels, procures or commands any other person to commit any felony, whether the same is a felony at common law or by virtue of any Act or Ordinance, shall be guilty of felony, and may be indicted and convicted either as an accessory before the fact to the principal felon, or after the conviction of the principal felon, or may be indicted and convicted of a substantive felony, whether the principal felon has or has not been previously convicted or is not amenable to justice, and may thereupon be punished in the same manner as any accessory before the fact to the same felony, if convicted as an accessory, may be punished.

Accessories After the Fact.

4. Every person who becomes an accessory after the fact to any felony, whether the same is a felony at common law or by virtue of any Act or Ordinance, may be indicted and convicted either as an accessory after the fact to the principal felon, together with the principal felon, or after the conviction of the principal felon, or may be indicted and convicted of a substantive felony, whether the principal felon has or has not been previously convicted or is not amenable to justice, and may thereupon be punished in the same manner as an accessory after the fact to the same felony, if convicted as an accessory, may be punished.

Accessories Generally.

6. Any number of accessories at different times to any felony, and any number of receivers at different times of property stolen at one time, may be charged with substantive felonies in the same indictment and may be tried together, notwithstanding that the principal felon is not included in the same indictment or is not in custody or amenable to justice.

7. Every person who aids, abets, counsels, or procures the commission of any misdemeanor, whether the same is a misdemeanor at common law or by virtue of any Act or Ordinance, shall be liable to be indicted, tried and punished as a principal offender.

8. The Accessories and Abettors Ordinance, 1865, is repealed.

Objects and Reasons.

This Ordinance amends the law relating to accessories to and abettors of indictable offences.

Sections 2, 3, 4, 5 and 7, are re-enactments of sections 2 to 5 inclusive and section 8 of Ordinance No. 3 of 1865, except that in each of these sections the words "Act or" are inserted before the word Ordinance. This amendment is important for such cases as that of piracy with acts endangering life, which is made a felony by 7 William IV and 1 Viet. c. 88.

As attainder has been abolished (see section 70 of Ordinance 9 of 1899), section 6 of Ordinance No. 3 of 1865 has not been re-enacted.

Section 6 of this Ordinance re-enacts section 7 of Ordinance No. 3 of 1865.

TELEVISION AND B.B.C. SCHEME BREAKDOWN.

BAIRD COMPANY TO CONSULT POSTMASTER GENERAL.

Negotiations between the B.B.C. and the Baird Television Development Company for transmissions from broadcasting stations have been broken off.

The negotiations opened last March at the suggestion of the Postmaster-General. "So far as we are concerned the negotiations are at an end, and we have referred the matter back to the Post Office," an official of the Baird Company said.

"We are now awaiting a reply, and important developments are expected shortly. We hope to obtain an interview with the Postmaster-General very shortly. We may be able to obtain a broadcasting license and establish our own stations."

"The negotiations with the B.B.C. failed on the question of facilities."

No statement was made by the B.B.C.

Mr. John Valentine Dodd, of 17, Nam King Street, Kowloon, will come up for his public examination in bankruptcy on the 6th instant.

to the same felony, if convicted as an accessory, may be punished.

5. Every accessory after the fact to any felony (except where it is otherwise specially enacted), whether the same is a felony at common law or by virtue of any Act or Ordinance, shall be liable to imprisonment for any term not exceeding two years, and it shall be lawful for the court to require the offender to enter into his own recognizances, with or without sureties, for keeping the peace, in addition to such punishment; Provided that no person shall be imprisoned under this section for not finding sureties for any period exceeding one year.

Accessories Generally.

6. Any number of accessories at different times to any felony, and any number of receivers at different times of property stolen at one time, may be charged with substantive felonies in the same indictment and may be tried together, notwithstanding that the principal felon is not included in the same indictment or is not in custody or amenable to justice.

7. Every person who aids, abets, counsels, or procures the commission of any misdemeanor, whether the same is a misdemeanor at common law or by virtue of any Act or Ordinance, shall be liable to be indicted, tried and punished as a principal offender.

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Section 13 repeals Ordinance No. 3 of 1865.

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